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September 11, 1967

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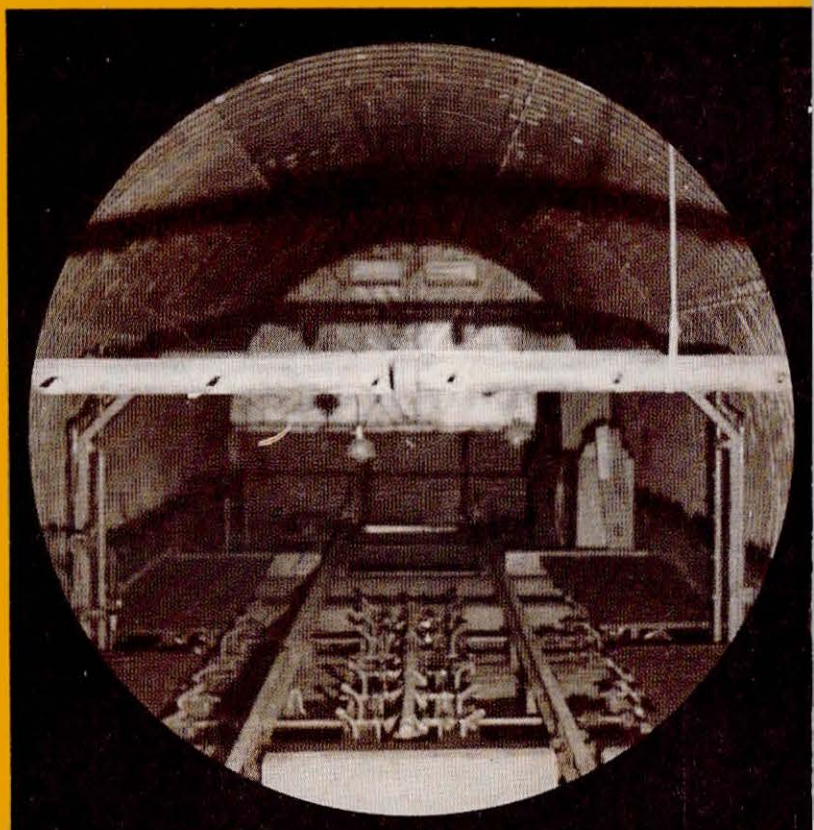

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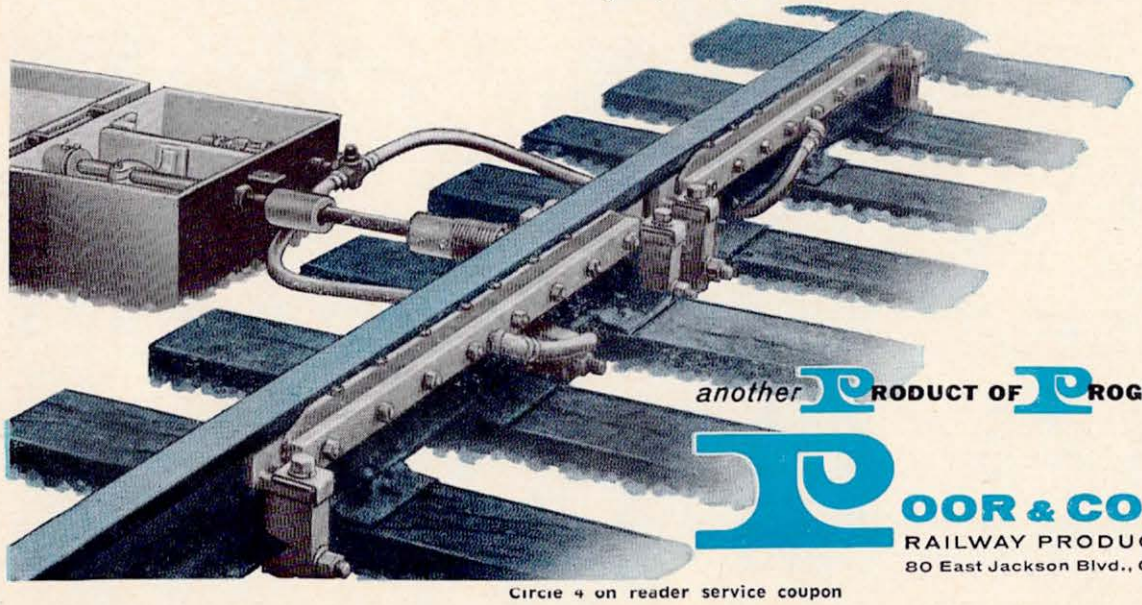

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THIS WEEK

19 Adhesion-plus for Alco's new truck

A new truck and wheel-slip system under test on the New York Central increases usable tractive effort by at least 10%.

20 This cleaning facility will cut CB&Q's costs

A new washer for diesel locomotive trucks, almost fully automatic, will go into service next fall at Lincoln, Neb.

22 Coal transfer is streamlined

Modern technology is being built into every phase of the Pennsylvania's new coal-handling complex in Ashtabula, Ohio.

26 Montreal gets set for computer conference

The cybernetics symposium next month will draw experts from all over the world. Canadian National and UIC are co-sponsors.

46 Viewpoint—Justice Department tries another roadblock

There seems to be no end to the efforts of the Justice Department to stymie the Great Northern Pacific & Burlington merger.

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SHORT AND SIGNIFICANT

Capital outlays for '67 now seen as $1.57 billion

Railroad capital expenditures for 1967 are now expected to total $1.57 billion, down 20.7% from 1966's $1.98 billion. The latest quarterly survey of the Department of Commerce and Securities & Exchange Commission also shows that railroad expenditures for this year's third and fourth quarters will be the same—$370 million. The annual-level basis for these two quarters is put at $1.45 billion, compared with the first quarter's $1.8 billion, and second quarter's $1.55 billion.

●

Katy heads for the diversification road

Directors of the Katy late last week were set to vote on a plan to reorganize the road into a holding company that would launch an ambitious industrial diversification program. Under the plan, Katy would get advice and assistance on making acquisitions from Bangor Punta Corp., a company with extensive experience in the diversification field. (Bangor Punta is the former Punta Alegre Sugar Corp. which bought the Bangor & Aroostook Corp., owner of the railroad and other properties). Bangor Punta reportedly would receive a "substantial interest" in the new Katy operation, assuming successful conclusion of the reorganization and progress in the diversification. Since John W. Barriger became president of Katy in 1965, the road has been involved in an extensive program of rehabilitation and has sharply cut its losses.

●

Flood damage costs Alaska RR $1.5 million

Last month's floods at Fairbanks and Nenana put the Alaska Railroad out of business for about 10 days and cost the road an estimated $1.5 million. The floods of the Chena and Tanana Rivers came with six inches of rain which fell in five days. This was more than half the region's normal annual average of 11 inches. The right of way did not fare too badly at Fairbanks, most of the damage there having been to the railroad's electrical equipment and other such facilities which were inundated with mud. The Alaska climate requires that many of these facilities be in heated tunnels, which were flooded. At Nenana, flood waters got six feet above the rails, and there were six feet of water in the Nenana station. While the waters were receding, the railroad organized for the restoration work, and the line was back in service "within a few hours after we could see the ties," as one railroader put it.

●

Some more passenger trains face last runs

Another railroad is petitioning to get out of the passenger business, and two of the country's best-known name trains may also be on the way out. Chicago & Eastern Illinois wants to drop two pairs, one pair operating Chicago-Danville, Ill., the other running between Chicago and Evansville, Ind. Elimination of these operations would get C&EI out of the passenger business. And the name trains now in danger? They would be Northern Pacific's "Mainstreeter," and Southern Pacific's "Lark" (see p. 44). NP is applying to the ICC for permission to discontinue the Seattle-Fargo, N.D., part of the transcontinental train's run. Both C&EI and NP cite Post Office Department decisions to remove mail service from the trains as major factors. NP President Louis W. Menk said his road's action comes "as an immediate result of the recent decision by the U.S. Post Office to terminate use of railway post office cars, a decision which represents a direct loss in excess of $1,180,000 annually to the railroad."

MONDAY MORNING REPORT

The big hyphen in water-rail relations

The traditional gap between railroad interests and waterway interests over the years has often shown the erosive qualities of a Grand Canyon—one side keeps getting farther away from the other. But in the view of one man on the far rim it's time the gap was bridged, bringing the two sides together to develop "more efficient use of transportation resources by sensible water-rail combination." The man calling across the chasm is W. J. Barta, president of the Mississippi Valley Barge Line Co., and he believes that the rapidly expanding economy and the expected doubling of demand for freight transportation service by 1980 will require the close cooperation of all transportation modes.

Some enlightened self-interest

"Rail-water coordination is dominated by out-moded tradition, unfriendliness in business relationships and a vast ignorance of capabilities of combined rail and water service," charges Barta. What is needed, he believes, is some sound dollar-and-cents thinking. Why should the railroads cooperate? Because, says the waterwayman, "encouragement of the most exciting routing means more business for everyone. As a matter of enlightened self-interest, cooperation may well be the best road to maximized profits. Second, in the long run, shippers won't pay the higher rates. The interior industries will simply move to the waterways. Third, failure to develop a reasonable connecting service between rail and water common carriers simply encourages further shipper investment in private carriage."

An idea whose time has come?

Barta sees a growing concern with the continued effectiveness of healthy competition in stimulating new investment in improved transport services. "As the super railroads are formed from the mergers," he points out, "shippers are increasingly finding competition diminished. A water-rail route equal to or greater in efficiency than the all-rail route can often supply that practical competitive alternative so necessary to healthy progress." Much more intensive use of ocean, Great Lakes and river highways for domestic commerce in combination with rail is "an idea whose time has come," he adds.

Studying the problem

Big stumbling blocks to closer rail-water ties in the past have been obstructive actions by the rate bureaus, charges Barta, "and traditional thinking among railroads that a rail-water connection is somehow bad for the railroad." He suggests intensive new studies on potential water-rail movements to turn up new examples where shippers and consumers can save money. Such movements should: reduce the over-all rate for the shipper or receiver; provide the railroad with at least the same revenue as would the all-rail connection; include the expense of transfer at the intermediate water-rail connection as part of the water-rail rate; provide the shipper and receiver with an equally-efficient competitive routing. One such innovation suggested: the possible renting of a train by barge lines, grain terminals or shippers (or a combination of the three) to gather grain for river crossing elevators.

Getting to know you

If railroads and barge lines were free to invest in each other's business—considerably short of control—they might learn to like each other, says Barta. But, while admittedly an optimist, he also admits that "change comes slowly and in small steps and that in transportation, as in any business, tradition counts for more than new thinking."

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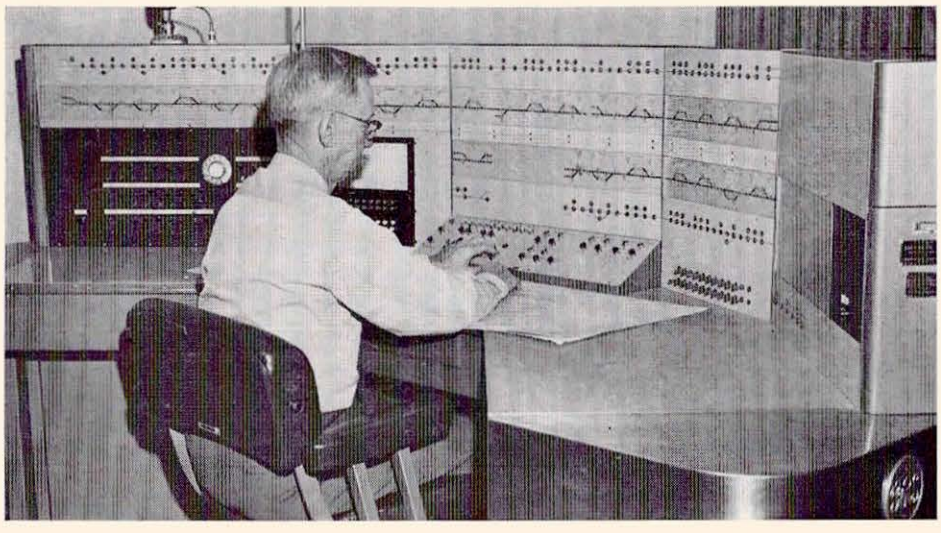

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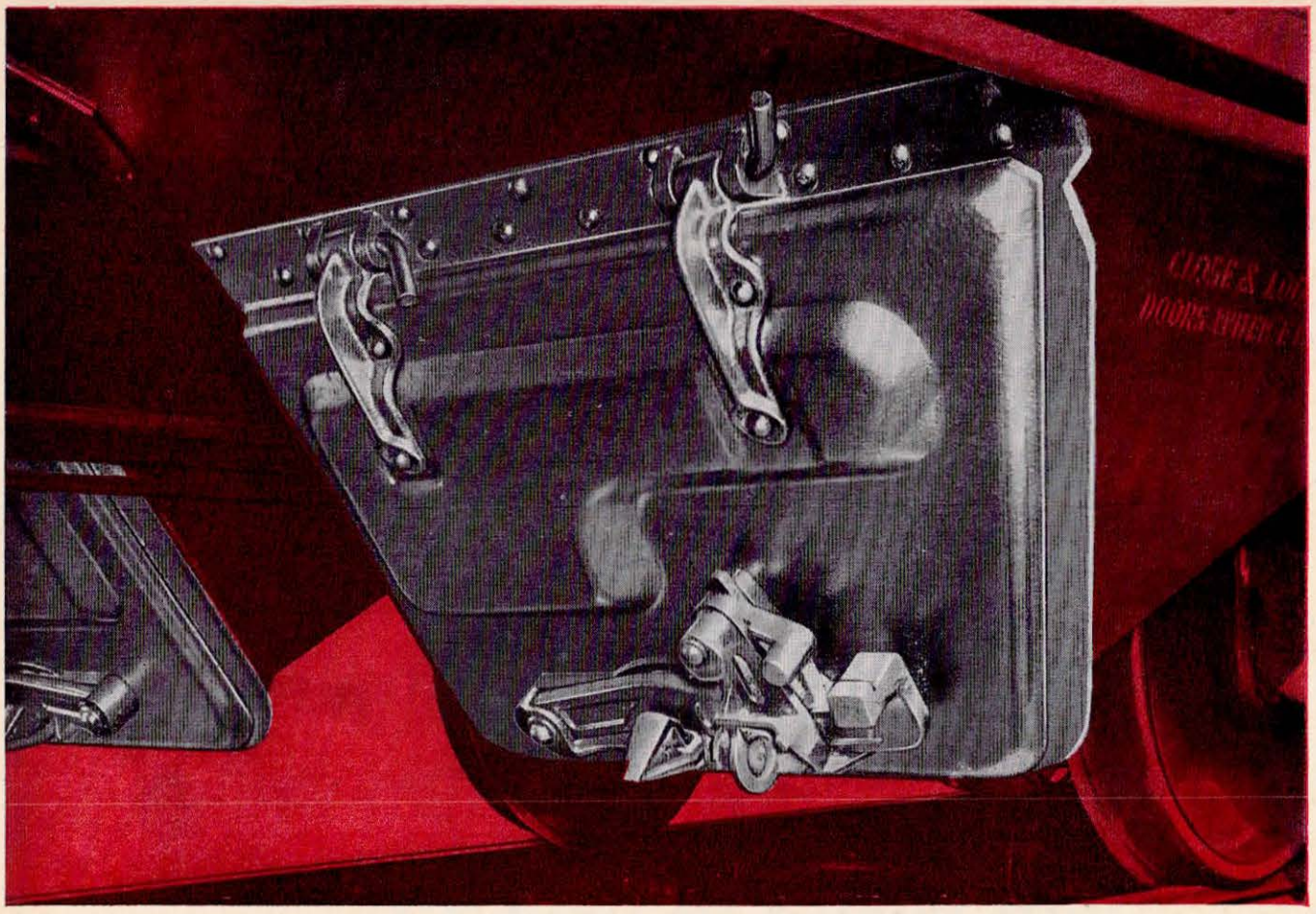

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WEEK AT A GLANCE

Keep the New Haven afloat—but how?

While the New Haven's cash reserves continue to shrink, proposals and counter-proposals by interested parties keep flying back and forth.

The New York Central and Pennsylvania reacted sharply to the Interstate Commerce Commission's order that they draw up a leasing arrangement to operate the NH right after the Penn-Central merger is consummated. The two big eastern roads filed a 14-page reply to the Commission order, saying that the leasing arrangement would not be practical, and proposed instead to lend the New Haven $25 million to tide it over until the NH can become part of the merged Penn-Central system.

The Commission's order took account of the serious cash position of the New Haven, and was designed to keep the road afloat during the period between the time the merger—still tied up in the courts—is consummated and the time that NH can be integrated with the Penn-Central system.

PRR and NYC didn't see it that way: They objected that after meeting with NH representatives, all three parties were agreed that any lease "would involve substantial legal and practical problems which could not realistically be expected to be resolved within the time available to accomplish the Commission's objectives."

The other main argument of the PRR-NYC was that NH losses are likely to continue, and they should not have to bear the burden of these losses. under leasing arrangement.

Instead, the PRR and NYC argued, give NH a $25 million cash advance, and skip the lease idea: "Penn and Central are prepared to have Penn-Central advance such monies to New Haven after a merger. This would be a simple way to meet the problem and could be speedily placed into effect. . . . The public interest in keeping the New Haven running in the interim period will be satisfied by the Penn-Central loan proposed, and does not require assumption of New Haven's losses by Penn-Central."

The loan proposal as drafted by PRR-NYC would provide NH with the loan over a three-year period. It would be covered by trustees' certificates and be conditioned on continued state and local assistance to the ailing New England road. When the NH becomes part of the Penn-Central, the $25 million may be applied against the ultimate purchase price the merged road would pay for the NH.

Meanwhile, NH itself filed a reorganization plan with the ICC, for handling the distribution of its assets.

The tentative agreement with PRR-NYC calls for sale of NH's physical assets to the merged road in exchange for 950,000 capital shares (or about 4% of the voting stock of the merged Penn-Central), $8 million in cash and $23 million in first mortgage bonds.

An investment company would be formed to manage distribution of those assets to NH creditors. There would be no provision for compensation of common shareholders, holders of 5% preferred stock, and general unsecured creditors of the NH, but NH bondholders would be compensated.

The plan is subject to approval by the ICC and U.S. District Court in New Haven.

Comes Fall, comes Section 6 notices

Just as sure as the flowers of spring or the schoolbells of autumn, last week came the Section 6 wage notices from the biggest of the brotherhoods. They varied. No pattern of any kind is, thus far, evident. The Brotherhood of Railway Clerks is asking 7½% in a two-year arrangement, with a 7½% increase effective next Jan. 1 and another 7½% coming due on July 1, 1969. The Brotherhood of Railroad Trainmen is calling for a 12½% increase.

Wage increases, of course, are not the sum of the demands. Fringe benefits are included. In the case of the BRC, for instance, there are demands for a cost-of-living escalator clause, increased overtime pay, longevity rates. All these things are in addition to the organization's standing demand for improved vacations and a guaranteed annual wage. Similar fringe-benefit requests are included in, or can be expected with, other notices now being served.

D&H president gives his views on mergers

The Delaware & Hudson's president, Frederic C. Dumaine, last week called upon the courts and the ICC to stop delaying the merger of the Pennsylvania and New York Central and "let us get on with railroading." Dumaine said the D&H doesn't want to become part of the Penn-Central, Norfolk & Western or Erie Lackawanna systems, but instead favors a plan that would incorporate the D&H with a combine of several New England lines.

Speaking at the annual convention of the National Railway Historical Society in Albany, N.Y., he said New England has five gateways and that the railroads are losing out to trucks in all of them. The plan for the New England lines reportedly would include, in addition to the D&H, the Boston & Maine, Bangor & Aroostook, Maine Central, and parts of the New Haven.

Dumaine had praise for the New York Central, adding that without that road's services "New York City would be in a mess." He said there are many improvements to be made on the D&H, and "we are going to have to spend money to bring stockholders a return on their investment." Terming money a "commodity," he added that "you don't make money by taking off trains. You've got to run trains to bring income down to net."

He said government involvement with the railroads has been more than it should have been, and the result has been to impede progress for an industry faced with increased competition.

GUS WELTY'S LINES ON LABOR

WELTY

NOBODY EVER ACCUSED Charley Luna of lacking ambition—or, for that matter, imagination. Men from the management side recall him, somewhat grimly, from his early days as a union officer. Those who watch the ebb and flow of union politics recall that the burly Texan seized opportunity at exactly the right moment and won for himself a direct shot into the presidency of the Brotherhood of Railroad Trainmen. Those who try to assess the impact of personality on institutions sooner or later come to the conclusion that the BRT has benefited substantially from Luna's tenure. And that brings up the inevitable question: What does Luna want, in the years remaining to him as chief of the biggest of the operating organizations?

THE BRT has a convention scheduled next year, and the name of Luna will be on the ballot when the boys get around to elections. But retirement comes at 65—so, assuming he wins again next year, that gives the man with the drawl five years. Conversations with Luna today leave no doubt: Those five years will be busy ones.

BRT'S PRESIDENT has the normal urges to get more money, more benefits, for BRT members. He also wants to work on a start to a merger movement among the brotherhoods. But the biggest change this man wants to work on is a change in the way railroad employees are paid. He talks like a man who wants to talk things over with management. He talks like a man willing to experiment.

WOULD HE BE WILLING to try an actual test of a new method of payment? Luna says he would. He also says that if a plan could be worked out, he'd try to persuade the other operating unions to give it a chance.

LUNA HOLDS LITTLE BRIEF for any pay scheme based on hours. What he wants is a basis of payment that has its roots in the amount of transportation produced—in other words, a basis of pay rooted in ton-mile computations. Obviously, this wouldn't work for yardmen or for trainmen on local-freight runs. But Luna thinks it would do an acceptable job for men in true over-the-road service. If the number of times he brings the subject up is any indication, he wants to talk specifics with the people who count.

NOBODY WOULD EXPECT Luna to give anything away. The point perhaps is that in 1959, when the work-rules controversy officially began, change in the basis of payment was part of the railroad's program. Now, it's part of the BRT's. And maybe, just maybe, if two groups of people want something changed badly enough, they can get it changed. Stranger things have happened, probably.

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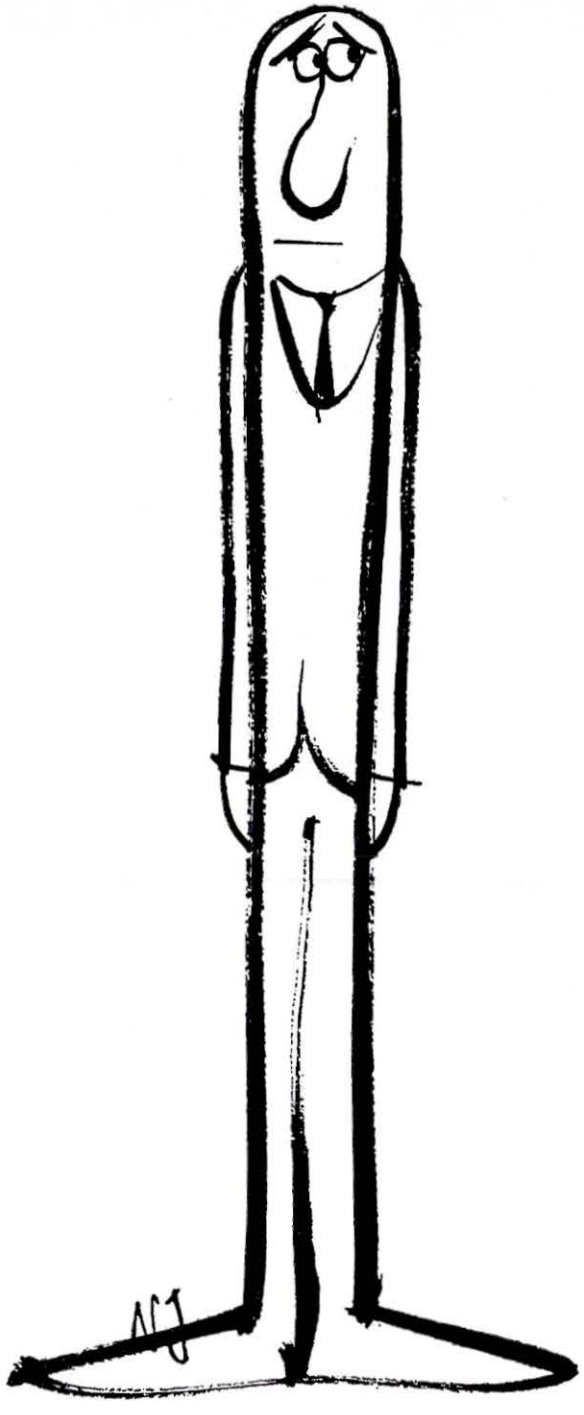

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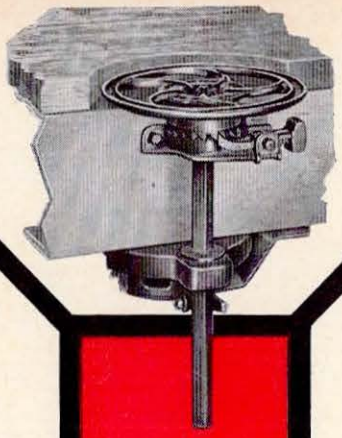

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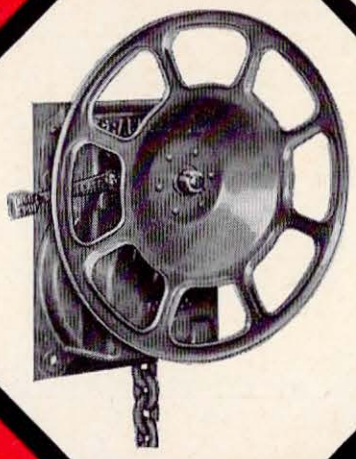

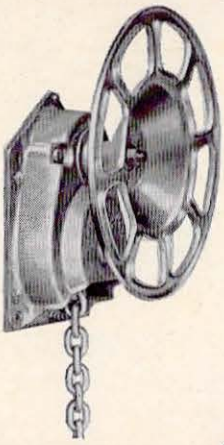

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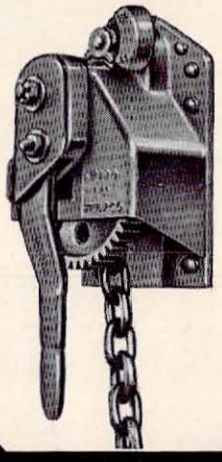

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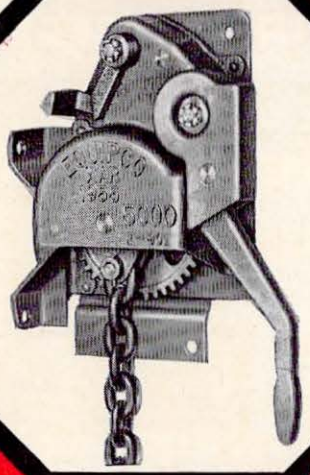

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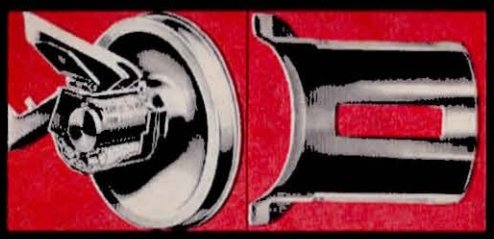

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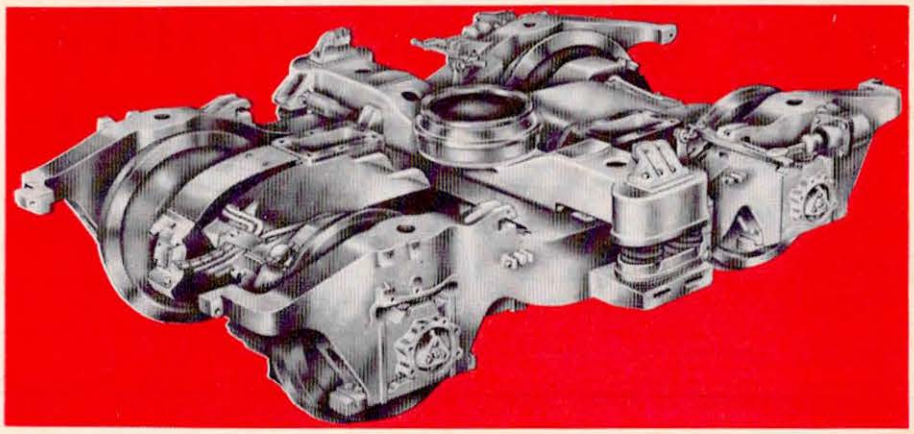
NEW TRUCK DESIGN is on test under these Alco demonstrator Century 430 units on the New York Central.

Adhesion plus for Alco's new truck



Design and wheel-slip control increases usable tractive effort by 10% in service tests.

A new two-axle truck designed to provide reduced wheel-to-rail adhesion requirements under all operating conditions is being tested on three Century 430 demonstrator locomotives now in service on the New York Central System. The truck designed by Alco Products, Inc., a subsidiary of the Worthington Corporation, is being tested with an improved wheel slip-detection and correction technique developed by the company.

Initial test results indicate that the combination of the new truck and wheel-slip system increases usable tractive effort at least 10% on either dry or wet sanded rails, Alco said. Locomotive performance is said to be improved at speeds from standstill to approximately 12 mph, the range in which acceleration rates are limited by locomotive weight rather than rated horsepower. The new truck, interchangeable with standard two-axle Alco trucks now in service, is available on all new four-axle Alco diesel-electric locomotives.

● **Design reduces weight transfer.** The truck features design innovations that reduce inter-axle weight transfer, one of the main causes of wheel slippage, by approximately 50%. The reduction in weight transfer is accomplished primarily through a change in the point at which tractive effort is applied. The reaction forces generated by tractive effort produce turning moments proportional to the distance between the point of application to the axle centerline. According to Alco tractive effort is applied approximately 12 in. above the axle centerline in all other designs in this country for high-speed four-wheel trucks. In its new truck the tractive effort is applied approximately 2 in. below the axle centerline.

Instead of a clockwise moment that adds to other moments in the truck that produce weight shift, the application of tractive force below the centerline produces a counterclockwise moment. This turning moment not only eliminates weight shift due to tractive force but also cancels out some of the other turning moments in the truck.

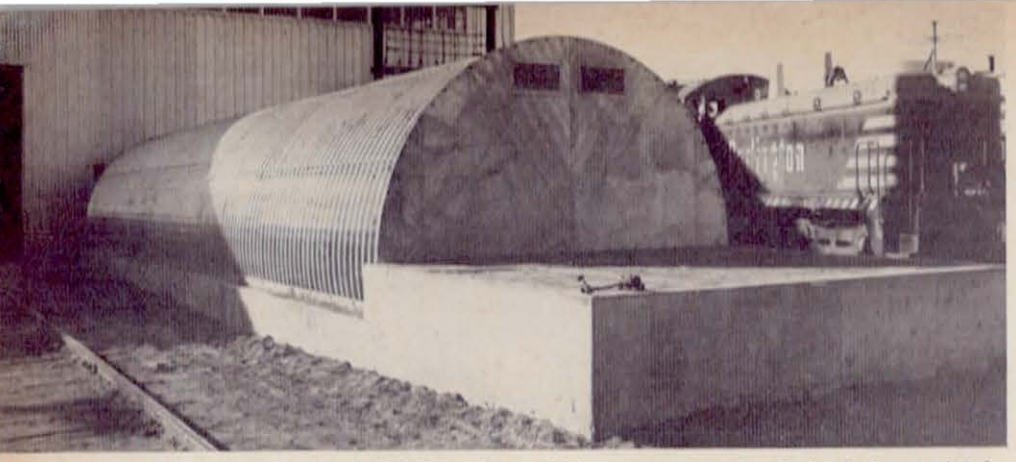
● **Other key features.** Additional improvements in the new truck listed by Alco include:

— Single-unit, double-coil springs, one mounted over each journal box, are used in place of conventional equalizers to provide a more uniform load distribution among the wheels. The new system, by reducing unsprung weight, provides smoother riding qualities, reduces track and roadbed wear, and decreases wheel bounce at high speeds. Motors, brakes, and other frame-mounted parts are cushioned from excessive vibration.

— The bolster is mounted on external coil springs, eliminating the need for hanger, spring plank, and elliptic springs of previous designs. The bolster springs, mounted on acoustical material, accommodate lateral motion, while external snubbers dampen both vertical and lateral motion. The results of this design are a further smoothing of riding qualities, elimination of nearly all wear points, and an increase in the accessibility of brake shoes and riggings.

— End transoms are eliminated, increasing accessibility of traction motors and associated cabling.

● **New dynamometer car.** To obtain performance data on the truck, Alco has made extensive use of its new dynamometer car that has been equipped with more than $25,000 worth of special instrumentation. The test car is equipped to collect signals from 43 locations. Motion picture equipment is used to record readings when required. Closed-circuit television can be provided for observation of trucks. ■



LOCOMOTIVE-TRUCK WASHER will quickly remove up to 3 bushels of debris.

This cleaning facility will cut CB&Q's costs

New diesel-locomotive-truck washer, costing about $120,000, is expected to go into service next fall. The operation, almost fully automatic, will return the trucks to service faster.

"You can dip them in lye vats for four hours, put them in a vat with detergents or you can scrape them by hand and use a steam jenny with detergents, but they won't be clean. There is always more cleaning to be done later. But, when diesel trucks come out of the cleaning tunnel we're building at Lincoln Neb., they will be clean and ready for inspection and repairs."

C. F. Muelder, Burlington's assistant to engineer of buildings, was speaking. He was referring to the new truck-cleaning facility the road is building at a cost of about $120,000 and which is expected to go into service this fall. It is being built at Lincoln—the home base for a major part of the road's diesel fleet scheduled running maintenance.

The washing equipment will employ high-pressure jets that will spray both hot cleaning solutions and cold-water rinses. It will be housed in a 14- by 65-foot building at one end of the diesel shop. The building, tunnel-shaped, is constructed of Armco Multi-Plate corrugated-steel sheets. This shape was selected because it will be easier to keep clean as the solution and water and dirt splashed on the ceiling and walls will flow by gravity down the sides to the concrete floor, where it will be directed back towards the solution tank.

A basic feature of the cleaning system is a specially designed filter that permits the cleaning solution to be continually recirculated for reuse.

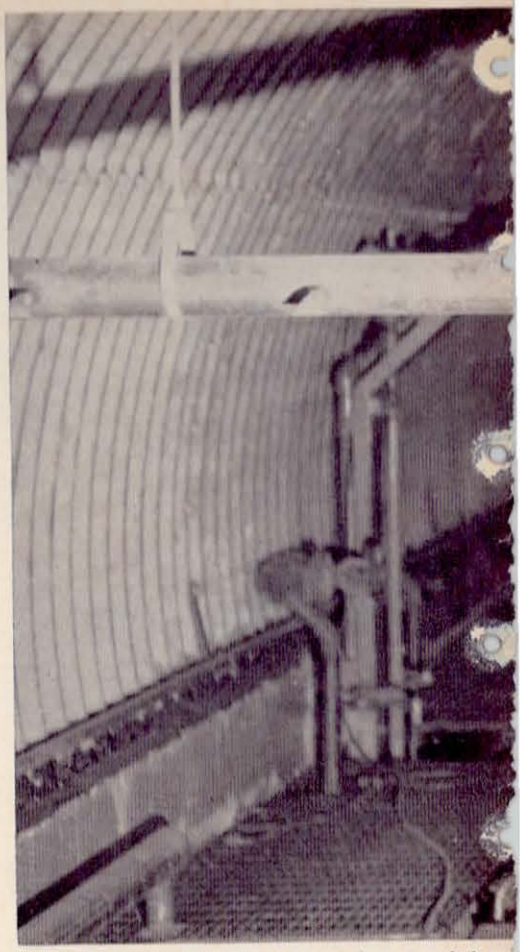
● **How it will be used.** Diesel units come into the shop on any of three existing through tracks. Trucks needing repairs or overhauling will be lowered from the unit by a drop table, moved transversely and raised to a stub release track in the shop. This track has been extended into the cleaner chamber on the same level.

After the traction motors and related electrical equipment have been removed, a wire basket will be placed on the truck, which will contain other parts that will have to be taken off for removing the traction motors. The truck will then be moved into the cleaning facility. After 20 to 50 minutes of washing, the clean truck, rolled out of the tunnel into the diesel shop, will be disassembled and the parts repaired.

The time in the tunnel depends upon how dirty the truck is. It is anticipated that ¾ to 3 bushels of debris will be removed from each truck. Cleaning time in the new facility will represent a sharp reduction. The work now requires one man's time for two or three hours for each truck.

The trucks will be pulled in and out of the washer building by a Whiting two-direction winch specially designed for this facility. It will also move the truck back and forth beneath the jet sprays.

● **Will reach all surfaces.** The spray nozzles will oscillate so that the jets will forcefully strike every face of the truck surfaces. The oscillating motion of the jets will be obtained by moving



CLEANING SOLUTION is sprayed on truck by

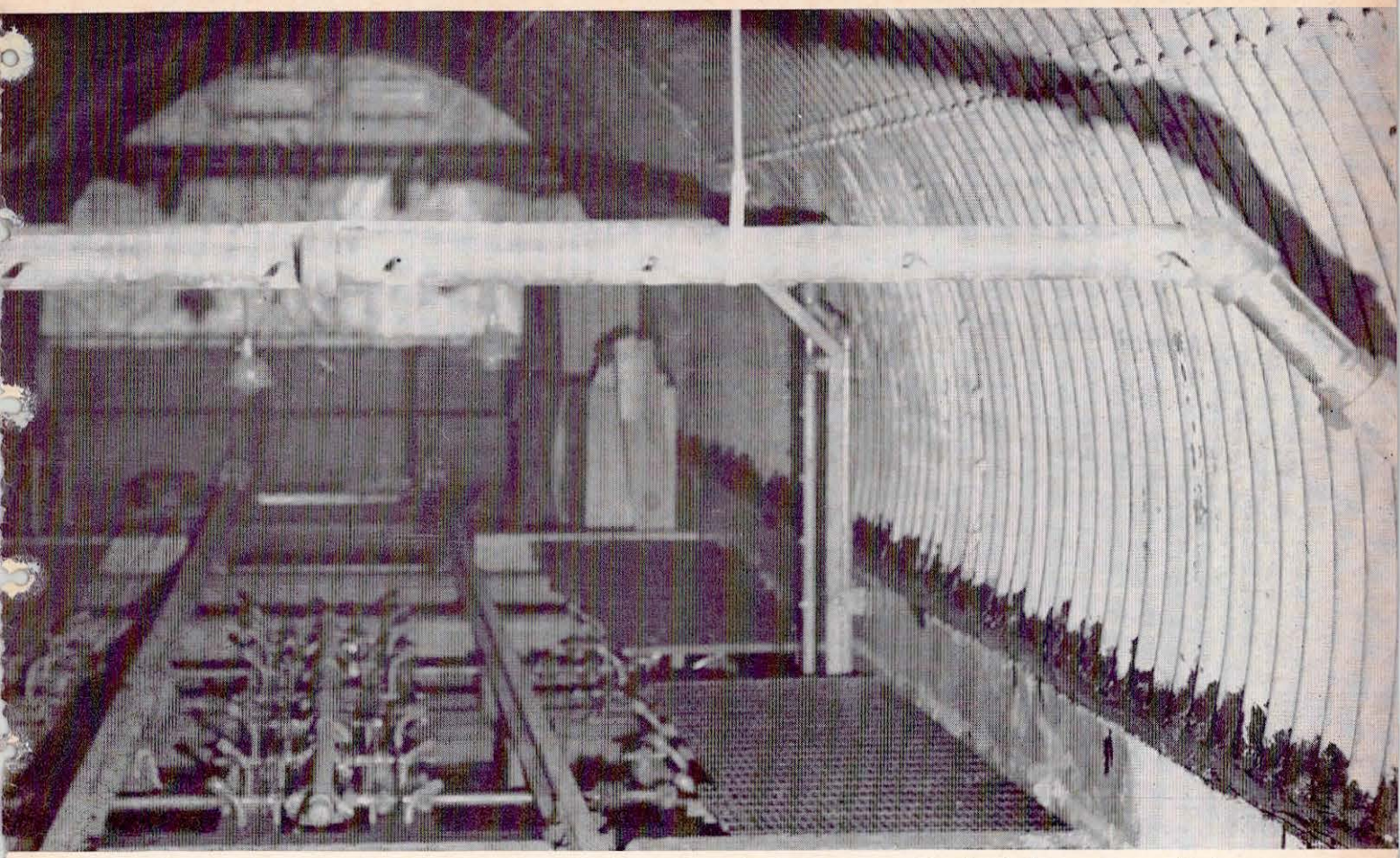
the header pipes to which they are attached. The headers will form a ring around the truck. There will be 20 nozzles on the side and top headers and 35 on the bottom headers. Jets from the latter will strike the wheels and underside parts of the truck.

The nozzles are of stainless steel. Hence, the orifices will resist wear from abrasion. The jets leave the nozzles under pressure of 400 psi, and 800 gallons a minute are ejected. Byron-Jackson Co. designed two 250-hp 400-gallons-per-minute pumps for this purpose.

The cleaning solution will be caustic soda, plus emulsifiers and other additives. It will be heated under constant circulation to between 140 degrees and 160 degrees F by steam through a heat exchanger.

The spent solution will drop to the floor and flow by gravity to a solution tank, which is below floor grade. The tank will hold 6,500 gallons of solution. It is expected that this will be usable for 12 to 18 months before a new supply is needed. Loss of water through evaporation will be replenished as required.

All coarse material (such as stones, grit, paper, grass and twigs) removed from the trucks will fall to the floor



oscillating nozzles on arch (background), and on the underside surfaces by bottom spray jets. Truck then gets a cold rinse.

below rail level and flow to a rubbish screen. It will be caught there and removed by hand. Much of the finely divided dirt and silt retained in the dirty solution will eventually settle out of suspension in the bottom of the solution tank and be removed automatically by a sludge drag conveyor.

● **Filtration key to success.** Specially designed filters, placed on the suction side of the pumps, will filter the flow from the solution tank continuously at the rate of 1,200 gallons per minute. The filtration is designed to filter out all particles 150 microns in size and greater and is necessary to prevent excessive wear of the pumps. The filtration system and pump tolerances were designed together to insure minimum wear.

"The filtration system is new and is the important factor in making this washing facility practicable," says Muelder. "You can readily understand that, with all those particles held in suspension in the solution, wear on the pumps would be intolerable. Fine dirt, wood fibers, paper, grass and twigs and anything on the right of way gets picked up by the trucks and gets into the solution.

"I talked with a number of filter manufacturers," he continued, "and none had the kind of filter we needed at any price. So we had to design our own. Collaborating with engineers of Bowser-Briggs Filtration Division of Bowser, Inc., we came up with this new design. Bowser built a pilot model of this new design and it proved out. They are now being marketed under the name of Duo-Vac."

The filter, in the form of an endless belt, extends from the bottom of the solution tank to slightly above the solution level. The filtration screen, indexed to move according to the demands of the suction pump, carries filtrated particles to the top. At this point a steam "knife" removes all particles and grease clinging to the screen. This material falls into a sludge hopper and is carried away by a sludge-removal system to a disposal container.

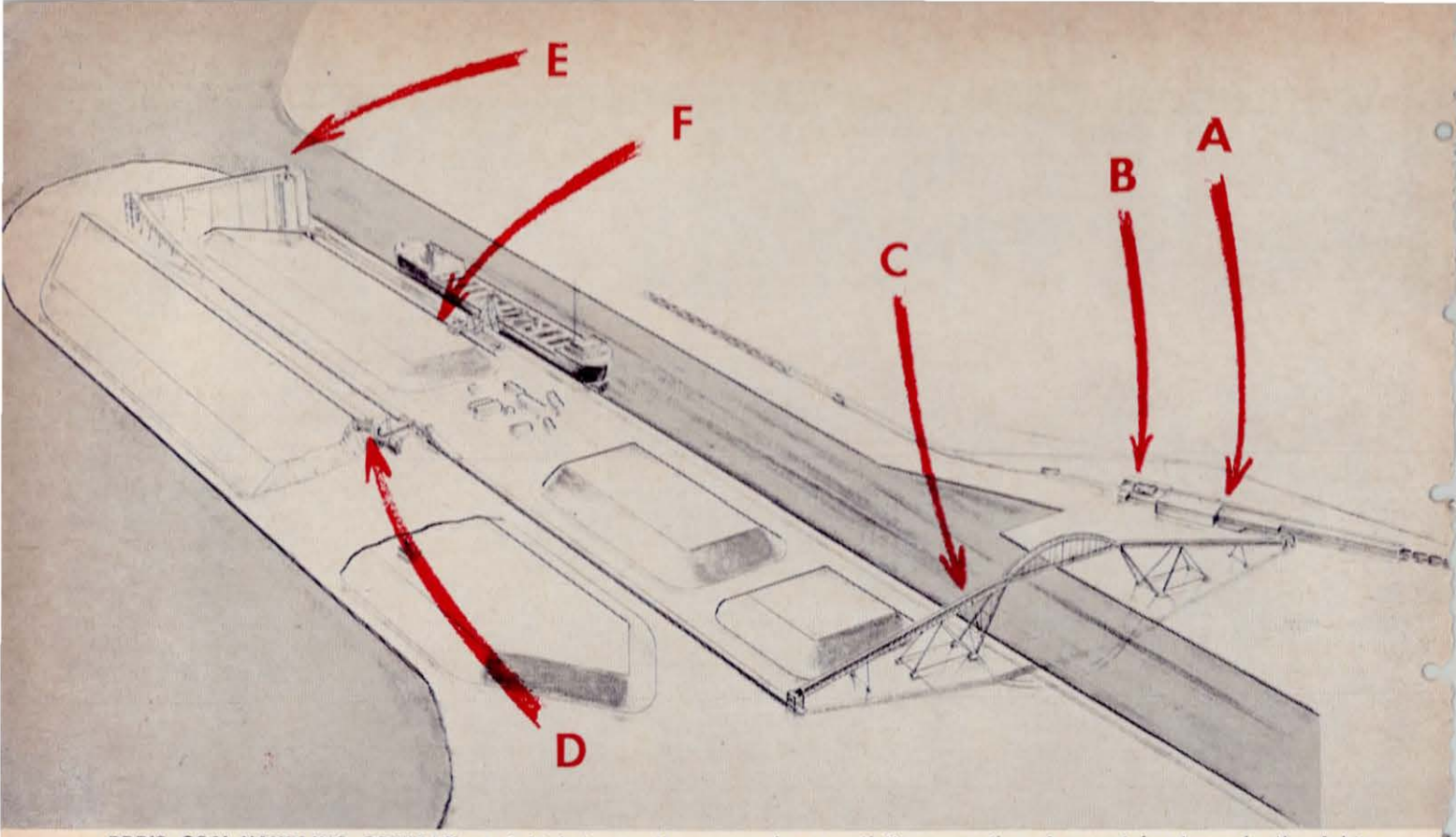
● **Mostly automatic.** The plant will require attention only at the times that a truck is rolled in or out of the washer. The man now employed in cleaning trucks can be assigned to other work.

After attaching the truck to the truck-mover mechanism, the attendant will push a button, the truck will move into the tunnel cleaner and the door to the tunnel will be closed. The truck will move back and forth automatically under the spray jets for the prescribed time cycle, after which it will be pulled under the cold water rinse arch. After rinsing, the door will be opened and the truck pulled out into the diesel shop. It will then be handled for inspection and repairs.

● **Other savings.** The big savings are intangible because by having thoroughly cleaned trucks, inspection will be easier and better. Dismantling the trucks for repairs will be facilitated. The time the truck will be out of service will be reduced.

Presently diesel-truck parts are sent from Lincoln to the West Burlington shops for use in running repairs, or to a storehouse. The parts often arrive there dirty and must be cleaned. This will no longer be necessary when the new cleaner goes into operation.

The Lincoln shop is using a Vapor degreaser for cleaning certain parts: cylinder heads and liners, gear cases and journal boxes. The new washer will now do this and thus lighten the load on the degreaser so it can be used for more cleaning of electrical equipment for which it was originally intended. Wheels and axles also can be cleaned in the washer. It is certain that the mechanical department, which will operate and maintain the new washer, will find other uses for it. ■



PRR'S COAL-HANDLING COMPLEX at Ashtabula, as it appears in an artist's conception. A vessel is shown in the Ashtabula River being loaded from a storage pile. Here's a capsule version of how coal will move from cars to storage to ships: Loaded coal cars are pulled through infra-red thawing shed (A) by mechanical positioner which moves them into rotary car dumper (B). Coal travels by conveyor (C) over Ashtabula River. Mobile bucket-wheel stacker-reclaimer (D) stores coal or recovers it from storage for conveying to surge silos (E). These feed shiploader (F) which can travel 550 feet along dock during loading, thus making it unnecessary to move ship.

Coal transfer is streamlined

Highly automated PRR facility on Lake Erie will have an annual capacity of six million tons.

Like about everything else railroads are doing or building these days, new facilities for transferring coal from cars to ships incorporate many advances in technology over previous practice.

These advances are revealed in the new coal-handling complex the Pennsylvania now has under construction on Lake Erie at Ashtabula, Ohio (RA, Aug. 14, p. 32). A basic feature of this facility—what the railroad calls a new fuel-handling concept—is the provision initially of a million tons of ground-storage capacity. This is designed to permit immediate unloading of unit coal trains during the winter when Great Lakes shipping is halted by frozen harbors.

The new Ashtabula terminal is designed to handle lake coal traffic at the rate of up to 6 million tons a year. The new loading dock and ground-storage facility is being constructed in an area formerly occupied by the Pennsy's coal and ore-handling docks.

Among the features of the new terminal will be a mechanical train positioner, said to be a first on the Great Lakes. This device eliminates the need for a locomotive to move cars through the rotary car-dumping machine.

● **Traveling shiploader.** Also said to be unique on the lakes in combination with a ground-storage operation will be a traveling shiploader machine which will fill the largest lake vessel without the necessity of moving the ships for load distribution. It is designed to load at an average rate of 6,000 tons per hour and for limited periods at 8,000 tph. Space has been allowed to extend the shiploader runway to accommodate any future larger vessels.

Three 4,000-ton surge silos will have large capacity and flexibility for handling varying grades of coal to the shiploader.

Two modern electronic belt scales will weigh the coal as it is dumped from the cars and again as it is loaded into the ship.

Another important piece of machinery in the material-handling complex will be a bucket-wheel stacker-reclaimer, used both for stacking coal into storage piles and returning it from storage to the yard conveyor for shiploading. It is equipped with a large wheel rimmed with nine buckets of 1.43 cubic yards capacity each. The wheel is mounted at the end of a pivoted conveyor boom which feeds coal to a swinging discharge belt. The machine is self-propelled on crawlers with treads seven feet wide. The working weight (with ballast) of this machine is 320 tons. It has a digging reach of 135 feet. With its 6-foot-wide conveyor belts it will move coal at a normal rate of 3,000 tph.

The entire Ashtabula installation will cover approximately 60 acres. The storage piles alone will cover an area equal to 20 footballs fields. Storage will be provided for steam and metallurgical coal and can be expanded as required. Charges for both winter and summer storage will be attractive, it is said.

Existing PRR coal piers at Ashta-

bula are on opposite sides of the Ashtabula River's mouth. Design of the new terminal calls for the train handling and dumping operation to be on the east side, with storage and ship-loading operations on the other side. Coal will move by a conveyor bridging the river, which must rise 100 feet above the river to meet lake navigation clearance requirements.

● **Coal flow described.** How these components fit together is best understood by following the programmed flow of coal to and from the facility. To illustrate, a train hauling 10,000 tons of coal arrives on the east side of the river. The road engine will uncouple and move to another assignment, probably hauling a train of empties back to a mine, or a load of iron ore to a mill.

If the train is hauling varying grades of coal it may be classified; i.e., the cars shuffled and reassembled on tracks with cars of similar coal. Or it will be moved directly to the car-dumper complex on one of two feeder tracks by a yard engine serving as a pusher. The engine—having positioned the three leading cars in the thawing shed, where track retarders hold them and the entire train motionless—will uncouple and return to yard duty. From here on, automation takes over.

Now a train puller-positioner goes into action. This machine consists of a powerful pivoting arm which travels 73 feet on a carriage along a guiding structure parallel to the track. Under pushbutton electronic control, the pivoting arm is lowered to engage the forward coupler of the train. It pulls the entire train forward until the second car can be engaged by a retarder at the entrance of the positioner track. The first car is uncoupled manually. The positioner pulls it forward about 10 feet where it is held by another retarder at the positioner exit. The positioner arm is raised, travels to the rear of the single car, is lowered, pushes the car into the rotary car dumper, and in this manner ejects the car previously dumped.

Retarders hold the incoming car while clamps automatically engage it as it is rotated for dumping and returned to an upright position.

The cycle is repeated so long as cars are fed to the dumper complex from the receiving yard. The facility is designed to dump a 100-ton car every two minutes. This adds up to 3,000 tph, or a 10,000-ton train unloaded in 3 hours and 20 minutes.

● **Various car sizes handled.** The train puller-positioner will be able to handle present 50-, 70- and 100-ton cars indiscriminately, as well as the larger cars which may come into service in future years. The PRR says the unit at Ashtabula will be a world-wide first in its ability to handle a range of car sizes and types.

Empty cars leaving the dumper will roll by gravity down a grade under automatic retarder control for safe coupling speed to an eight-track yard. The proper track is selected by pushbutton switch control. Cars may then move to a joint ore facility for loading or be returned to the dock yard for assembly into trains and dispatchment to a mine.

Beneath the dumper, coal moves from two hoppers on two 1,500-tph feeder belts to discharge onto the first link of a conveyor system approximately a mile long. It will bridge the Ashtabula River on a section 993 feet long with a five-foot belt delivering 3,000 tph. Descending from the 100-foot river clearance height to near ground level, the coal will move through an approximately 90-degree transfer to a six-foot storage-yard conveyor.

● **Delivery to storage.** The yard conveyor passes over a belt tripper car which travels on rails the length of the storage yard. The storage yard extends 2,600 feet, the over-all length of the pier. The tripper is actuated to discharge at the desired location onto a swing conveyor with a six-foot-wide belt mounted on the tripper structure. The swing conveyor's 35-foot boom, with slewing action, can discharge directly to storage or onto the bucket wheel conveyor of the stacker-reclaimer.

Bulldozers help, too

The stacker-reclaimer can discharge to a height of 35 feet at the rate of 3,000 tph. Some 350,000 tons of the million-ton storage capacity can be stored and reclaimed for shiploading by the bucket wheel in direct operation with the conveyor system. Storage and reclamation is extended beyond the reach of this system by bulldozers. Bulldozer functions also include compacting coal piles to prevent spontaneous heating, and for cleanup of coal remaining behind the bucket-wheel reclaim operation. Reclaiming of these extensions can also be accomplished by use of the bucket wheel to recast the storage pile closer to the yard conveyor. The machine then reclaims the same coal a second time for loading into the conveyor.

When used for reclaiming, the bucket wheel returns coal to the yard conveyor at a normal rate of 3,000 tph and a maximum rate of 3,500 tph for limited periods during shiploading.

● **Capacity boost slated.** The yard conveyor has been designed to permit a possible later increase in capacity to 7,000 tph so that a second stacker-reclaimer can be added when traffic volume and operational experience demonstrate need for the added capacity.

Coal may be moved directly from train to ship, moving continuously over the entire length of the conveyor system. Train-to-storage and storage-to-ship operations may proceed at the same time. In simultaneous operation, coal from train to storage will be discharged in a windrow parallel to the yard conveyor by the swing conveyor of the belt tripper while storage-to-ship coal is being handled by the bucket-wheel. When loading coals which can be intermingled, it is possible to move coal both from the car dumper and from storage. In this event, the storage coal is deposited on top of the partially loaded yard conveyor. A combined loading rate of 3,500 tph is to be initially installed with provisions for increasing to 7,000 tph.

● **How surge silos work.** During operation of the new terminal all coal moving toward the shiploader will go first into one of the three surge silos at dockside. A silo bypass conveyor may be added later if it is needed. Silos are a requisite to high-speed shiploading because they supply a larger volume of coal at dockside for quick transfer to boat than can be delivered by the yard conveyor alone during a given period of time.

Arranged as a cluster, the three 4,000-ton silos are filled from the top by a swing chute and lowering ladders to minimize degradation. They are emptied by two 2,000/tph belt feeders under each one. In maximum-capacity loading, coal will be withdrawn from two silos simultaneously. They feed to a seven-foot, 8,000-tph dock conveyor which delivers it to the traveling shiploader. The shiploader moves a total of 550 feet. An eight-foot-wide shuttle conveyor on a pivoting boom discharges into the vessel.

The conveyor boom permits loading into vessels of varying hatch sizes and can be raised or lowered to accommodate features of the vessels. Its front end has a pivoting discharge chute with a lowering spout which can be rotated 360 degrees to help load and trim.

Construction schedules call for storage operations to start with the close of the lake season this year and loading operations to start with the opening of the 1968 shipping season.

Howard M. Emery is resident engineer for the Ashtabula project. General contractor is McDowell-Wellman Engineering Co., Cleveland, Ohio. It will perform directly, or through subcontractors, all engineering, construction and installation work. The Pennsylvania is constructing supporting track and yard facilities. ■

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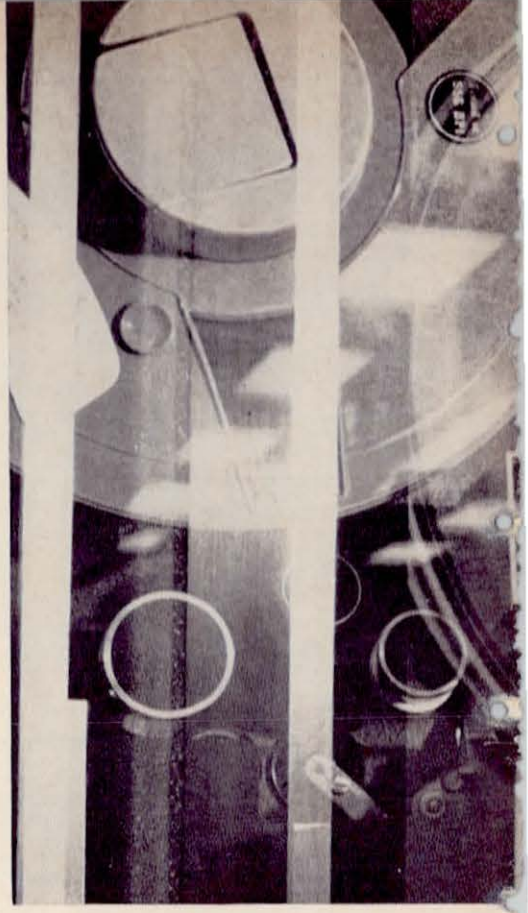


CYBERNETICS

World conference is set for Montreal

Canadian National officers will host the meeting—and compare notes with their opposite numbers from overseas.

Want to get caught up on the computer revolution in railroading? Keep an eye on doings in Montreal, Oct. 1—6, when the Second International Cybernetics Symposium takes place.

The first, held four years ago in Paris by the International Union of Railways (UIC) and co-sponsored by the French National Railways, was conceded on all sides to be a great success. The upcoming one will also be under the aegis of the UIC, this time with the Canadian National as co-sponsor and host railroad.

A blue-chip list of rail executives and technical experts from all over the world is due in the Canadian metropolis for the conference, which will take place at the Queen Elizabeth Hotel and the adjoining International Civil Aviation Organization building.

Leading the delegation from overseas will be Eric Upmark, president of the UIC and of the Swedish Railways; and Louis Armand, secretary-general of the UIC and former head of French National Railways. Their hosts in Montreal will be N.J. MacMillan, CN chairman and president, and the Hon. J. W. Pickersgill, Canada's Minister of Transport. New York Central President Alfred E. Perlman will head the AAR's delegation; an official U.S. representative will be ICC Chairman William H. Tucker.

Other national delegations will have top technical representatives to deliver papers outlining their own systems' experience in the cybernetics field—including delegates from Britain, Belgium, Spain, Netherlands, East and West Germany, Czechoslovakia, the USSR, and Japan.

Among North American roads with technical presentations will be the Southern Pacific, Frisco, New York Central, Great Northern, Louisville & Nashville, Chesapeake & Ohio, Southern, and Canadian Pacific.

Delegates will be guests of the CN in visits to the latter's research center and an automated classification yard on the outskirts of Montreal.

CN will, in effect, be a showcase-for-cybernetics. The CN has made important advances in the field, and its top technical people have much to tell their opposite numbers on other roads.

● **Seven cybernetics pluses.** To CN officers such as Maurice Archer, vice president—research and development, R. P. Rennie, chief of the technical research department, and Peter B. Wilson, chief of operational research, there are at least seven big areas in which cybernetics will make a difference:

—Better, faster and more timely management control of all phases of planning and operation;

—"Quality control" of freight service on an origin-to-destination basis, with special emphasis on moving cars through terminals and yards;

—Simulation of operations as a guide to better service through more efficient and economical use of track and equipment, better planning of resources and facilities to improve service to shippers;

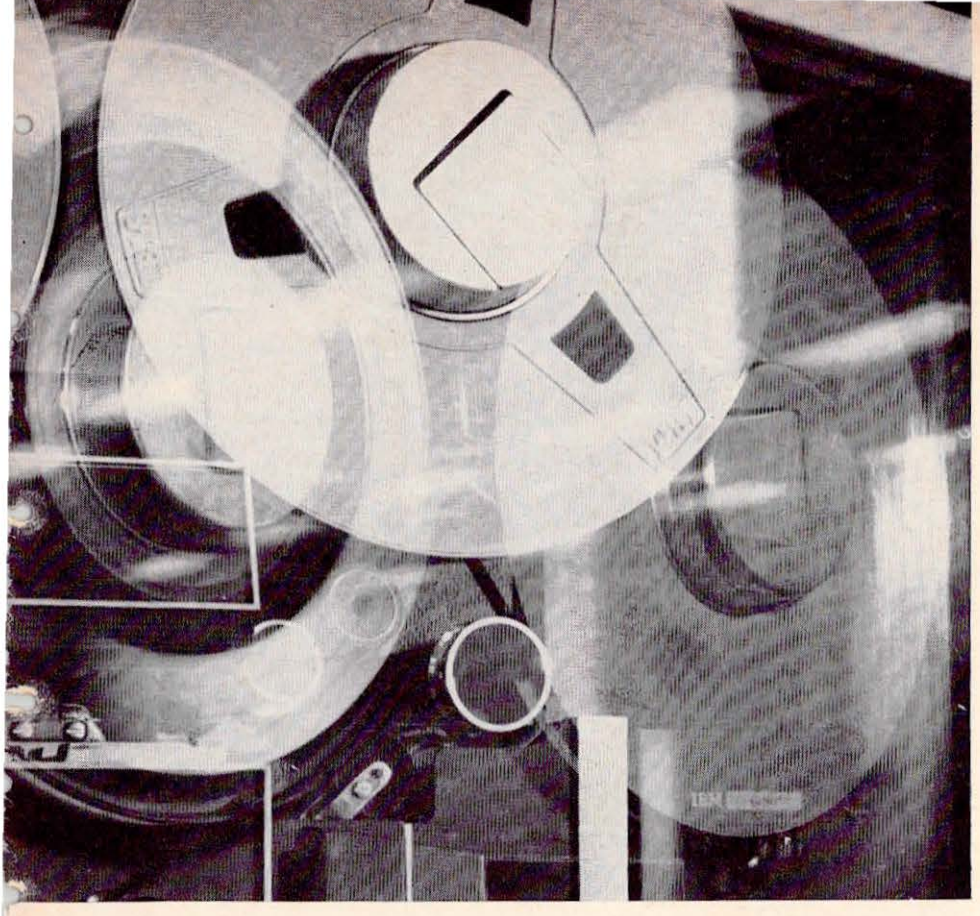
—Closer and more accurate control of freight car distribution;

—Automatic car identification;

—Automatic or semi-automatic train operation;

—Better marketing intelligence and forecasting, to indicate equipment needs, service requirements and acceptable rate levels.

● **Management finger on the button.** CN officers put particular stress on improved management and control. On their road, the planning-control process begins with definition of long-range objectives. Five-year plans are laid out, followed by more detailed one-year operating plans which point up specific



markets to be served and levels of service to be required.

The necessary equipment, manpower and facilities are allocated and deployed in accordance with these plans, and corresponding plans are drawn up for materials and expenses.

Data banks of computers are fed with information, as operations and their accompanying expenses take place. Concurrent information, such as environmental data on competitive conditions, government regulation, technological changes, shifting trends among customers, commodities and industries goes into the same set of banks.

It is all continuously analyzed. Planned operations are compared with the actual ones through control and monitoring systems, and resources reallocated if necessary, to allow for changes.

Archer points out that there are still some gaps in the system, "where required information is either not available or is inadequate in some respects."

● **Third-generation computers.** Operating and recording systems exist and function well, he reports; control and monitoring systems less well. Analysis capability is also weak. But the new third generation of computers provides the means to remedy this, and that is what his road is working on.

In addition, this third generation makes possible service-quality control through day-to-day supervision of car movements and on-time deliveries.

What's the rationale behind this? CN's Archer defines rail transportation as "essentially a process control industry, since its product is a siding-to-siding service.

"It is too late to measure and reject the product at the end of the production line. An effective production and control system requires not only that we have access to accurate and timely information on the various elements of the production process, but also that we adopt the improvements in decision-making and control procedures that become possible with better information and communication facilities."

Archer reports that CN initially is attempting to measure current shipper-consignee service for selected groups of customers in terms of time and consistency. On that basis, and in tune with customer requirements, standards and control procedures can be developed for various aspects of service.

The ultimate aim: On-time performance of cars at all times, with customer requirements in other respects also met.

Operational research chief Wilson supplies an example. A car originates at Sarnia, Ont., destined for Halifax, and passing through yards at Toronto, Montreal and Moncton. Computer-transmitted data would record the car's progress from shipper's siding into a train, and then over each rail leg and through each yard all the way to the receiver's siding.

If the car moves on schedule, fine; but if it should miss a connecting train at say, Toronto, it would become the subject of an "exception report." Word would be relayed immediately to the Montreal yard to give the car preferential treatment there, in order to make up the time lost.

But even in this area, the chances of missing a connection are being reduced through CN's Terminal Car Control system—believed to be a world-wide "first."

The system maintains a perpetual inventory of all cars originating or terminating in a terminal's industrial area. Computers note actual arrival and departure of every car, compare handling with goals previously set and point out discrepancies.

At the same time, these inventories provide data for operating and cost analysis at both local and higher management levels.

● **Simulation — bigger and bigger.** An area where the future looks bright to CN technical experts is simulation—and at the Montreal meeting, they will tell other experts what they have done.

They began with the TPC (Train Performance Calculator), which solved mathematical equations involved in movement of a train over a segment of track, taking into account such factors as grades, curves, speed limits, locomotive power, braking characteristics and fuel consumption.

This was followed by STCA (Single-Track Capacity Analyzer), which considers movement of all trains over a track segment.

Still newer is siding-to-siding simulation. The objective here is to represent movement from point of origin to destination, to get information on factors affecting variability of service.

CN is carrying simulation even closer to the ultimate with another new development—SIMTRAC. This is based on knowledge gained through use of the preceding STCA, and designed to take advantage of increases in computer size and advances in programming languages.

SIMTRAC can simulate dispatching of trains for periods up to 10 days over more than 1,100 miles of CTC-controlled single-track line—equal, in other words, to the length of CN's main line from Montreal or Toronto to Winnipeg.

Previous studies of proposed changes in track and signal configurations were made with STCA; but initial applications of SIMTRAC in this field promise much greater scope and flexibility.

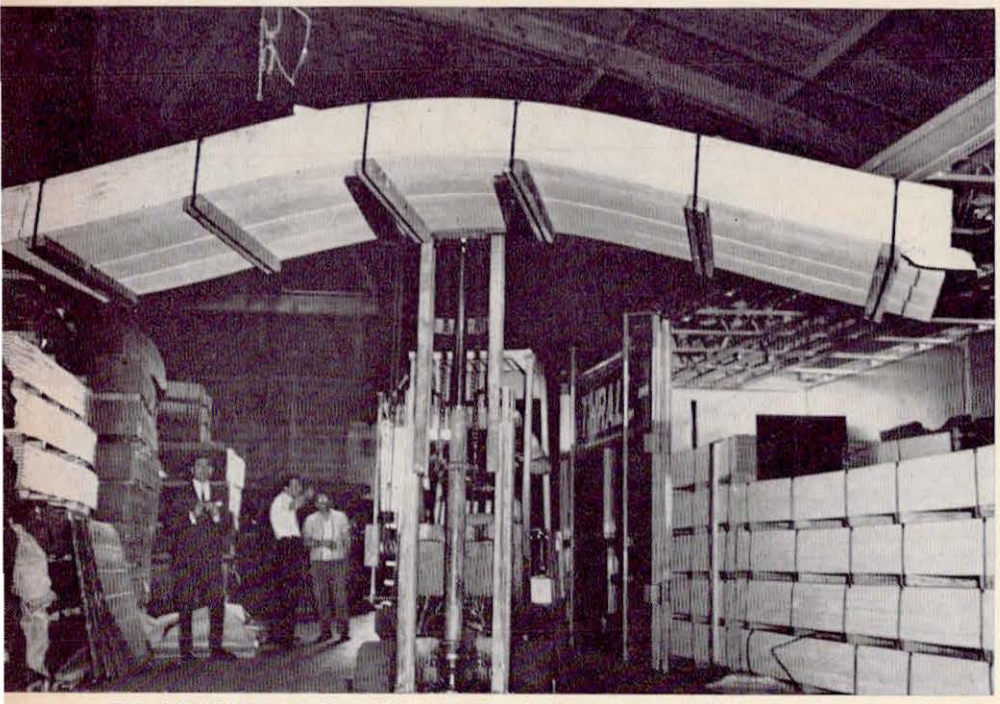
It is planned right now to use the latter system to study the effect of proposed changes in passenger and freight services on over-the-road operations, and to compare alternative routes between pairs of points.

(*Continued on page* 37)

CAR CUSHIONING and paper dunnage bags are called big factors in damage-free hauling of sensitive Masonite siding.

All-door box car passes Masonite test

Building material arrives in perfect condition after long-haul run. Speed of loading and unloading car exceeded expectations.



BIG BUNDLES of lap siding, 720 of them, were forklifted with ease through 25-foot plug door opening in Thrall's all-door box car.

A long-haul test run of the Thrall-Door, all-door box car loaded with Masonite siding has proved successful, according to Arnold J. Larson, the company's general traffic manager.

The car (RA, May 22, p. 28) was loaded at Masonite's Ukiah, Cal., plant with 3,600 pieces of 1- x 16 foot x 7/16-inch "X-Ninety" lap siding, palletized into 720 bundles. It amounted to a total of 57,600 square feet of siding weighing 110,800 pounds.

When the car was inspected after arrival at the company's regional distribution center in Chicago, the entire load was found to be in perfect condition. Practically no shifting was evident and all paper dunnage bags were still intact. The 720 bundles were unloaded in 50 minutes.

Masonite Corp., like many shippers of extra-long building materials, normally uses flat cars. They have several disadvantages, said Larson. "The plastic or paper covering used to protect the materials often tears and blows off en route, resulting in a dirty product and dissatisfied customers and dealers. In addition, the covering materials cost of approximately $40 per car plus installation adds considerably to the cost of shipping."

"Masonite will study the results of this test," Larson added. "The speed of loading and unloading, the lack of shifting and the clean condition of the car and load exceeded all of our expectations." He cited the box car's cushioning as a factor in preventing shifting of the load. ■

Why spend the capital to buy it?

How does it avoid interference from sky and sun background?

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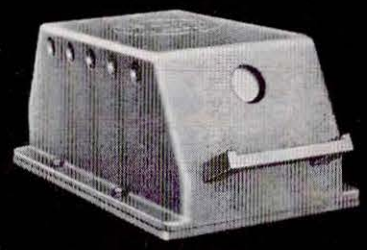

Let's face it, the purchase of a Servosafe® Hot Box Detective System is a capital investment. When you buy such a system you're going to be spending a substantial amount of money.

The thing to remember is that you're not buying hardware alone—you're buying *a data processing cost control system!* Compare the cost of a Detective System with that of a small computer, and you'll realize it's a relatively modest investment. For that investment you can have a record of every journal that has passed the scanners.

And for that investment—because of the very nature of the system—bearings that are running hot are located so that something can be done about them before they fail. Records show that only one out of ten abnormal journals detected by the Hot Box Detective System has needed a new wheel set. With the old visual detection methods, nine out of ten journals had to have a new wheel set. The savings in repair and shop work can be immense!

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You can't—and we can't—estimate the cost of a wreck in advance. We can only quote what one railroad official said to us: *". . . Save one wreck . . . and the Servosafe Hot Box Detective System has paid for itself."*

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The SERVOSAFE® Hot Box Detective* System is designed to optimally scan various sizes and types of journal bearings—friction, sleeve and roller types. Each journal is represented by a "pip" on the chart. Normal journals show pulses of approximately the same height; overheated journals are indicated by abnormally high peaks.

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The very nature of SERVOSAFE® also helps to avoid false readings. The system employs a thermal detector to sense overheated journals, and the thermal detector has uniform sensitivity throughout the spectrum from visible to far infrared. *Photo detectors, on the other hand, show much greater sensitivity in the visible and near infrared spectrum than in the intermediate infrared spectrum where journal box radiation is a maximum.*

By spectral filtering, the SERVOSAFE® system discriminates against sunlight and extraneous radiation. Recent advances in this technique have been applied to further enhance the rejection of solar radiation. Putting it another way, the SERVOSAFE® Hot Box Detective* is much more sensitive to target radiation (radiation from journal bearings) than extraneous radiation. This assures its good performance and prevents misleading readings from sky and sun.

Ask all the questions you want about our SERVOSAFE Hot Box Detective System. We're ready to answer them.

*Protected Under one or more of the following U. S. Patent Nos. 2,880,309 and 2,963,575. Other U. S. and Foreign Patents Pending.

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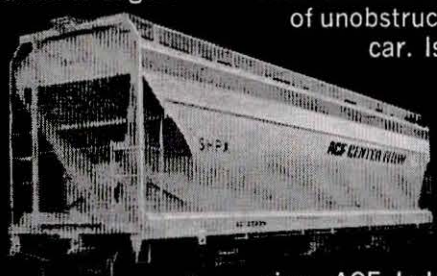

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WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

THE ICC AND LABOR—While emphasizing its lack of jurisdiction over a labor dispute, the ICC has nevertheless claimed authority to determine whether implementation of labor demands would leave an approved coordination plan consistent with the public interest. The Commission relied on its powers and duties under the Interstate Commerce Act's Section 5. That not only authorizes it to approve coordination plans—it also requires it to modify them to fit the public interest, if it finds such tailoring necessary.

The assertion of jurisdiction to appraise labor demands on that basis is in a recently-served supplemental report in Finance Docket No. 21326. The report, by Commissioner Laurance K. Walrath, drew a dissent from Commissioner Rupert L. Murphy and a dissenting-in-part expression from Commissioner John W. Bush. Chairman William H. Tucker noted his disagreement with some phases of the majority report, but he concurred in its result. Commissioners Willard Deason and Grant E. Syphers did not participate.

AFTER SEVEN YEARS—The approved coordination plan is that involving terminal operations at Corpus Christi, Tex. The original decision was issued Nov. 16, 1960, so the approved plan has been in effect about seven years. Among its provisions are those calling for joint operation of switching services formerly performed separately by the Southern Pacific and Texas Mexican.

Like all Commission-approved coordinations, this one has the usual labor-protection conditions. Generally these provide that earnings of affected employees must be kept whole for a period of four years. "This does not mean that all jobs must be preserved and all employment frozen during the protective period," the Commission emphasized. The Brotherhood of Railroad Trainmen nevertheless demanded that separate switching operations be continued.

CONFLICT ON REOPENING—SP and TexMex then asked the Commission to reopen the case for a determination as to whether or not implementation of the BRT demand would be in the public interest. BRT, supported by the Railway Labor Executives Association, tried to get this railroad petition dismissed. Their main argument was that the Commission lacked jurisdiction to reopen because the only issues posed were labor issues which were not the Commission's business. They also said that, even assuming Commission jurisdiction, its power to take action had been lost with consummation of the coordination plan.

The Commission disagreed. Its favorable response to the railroad petition was based on a determination that this plea did not pray for settlement for a labor dispute—and asked for a determination as to whether or not the Commission's 1960 order required modification.

Also, the Commission called this refiling "appropriate procedure for obtaining clarification as to whether a specific detail had been approved, or should be approved, or requires Commission appraisal."

PRESENT PLAN OKAYED—From there, the Commission took off on discussion leading to a finding that the present joint-switching arrangement is consistent with the public interest. This was based on railroad evidence. The BRT and RLEA adhered to their no-Commission-jurisdiction position and offered no evidence to support their plan for individual road switching. So the Commission said it could make no appraisal of that plan.

Later on, the report complained that such limitations in the evidence had curtailed exercise of jurisdiction which the Commission claimed in the case. The report also said: "We recognize that the policies of the Interstate Commerce Act and the nation's labor legislation must be accommodated one to the other, as the Supreme Court has ruled. . . . Our purpose here has been to contribute as much to the solution of the problem as is possible under the transportation law."

Railroads deny being unfair on L&D claims

The railroads are not being arbitrary in disallowing loss and damage freight claims—as some shippers have charged—the New York Central's director of freight claims has told a Senate subcommittee.

The testimony, by L.F. Battaglia, was in connection with hearings on Senate Bill S-858, to provide payment of attorney's fees plus damages in successful L&D suits by shippers against carriers. H. J. Breithaupt, Jr., AAR general attorney, also testified.

Battaglia told of experiences with a number of grain and feed dealers who have filed L&D claims against NYC alleging losses to grain or grain products moving on the railroad.

"The claimant asserts that because a difference exists in the weights at destination from the weights taken at origin that the carrier must be held responsible for the loss," Battaglia said. "The claimant further states that the reason the carrier must be responsible is that he has 'official weights' at both origin and destination or at either one of these points."

• **Determing weights.** Battaglia said "official" weights means the weights at origin and/or destination are obtained under the supervision of recognized agencies, such as Boards of Trade, Chambers of Commerce and other designated authorities as provided in the governing tariffs.

"The Association of American Railroads designates these markets to be Classes 1 through 5, based on the amount of supervision provided by the governing agency. The vast majority of such markets are designated as Class 2. Class 2 provides for only partial supervision in that only a representative number of cars are directly supervised. It has been our experience that in most of these markets, no more than 5% of the railcars are actually receiving such supervision."

Battaglia said that because of this token supervision, the weights of all of the cars that are loaded are deemed "official" weights.

"It is important to understand how an official weight is obtained," he points

out, "since the preponderance of grain claims involved clear record cars. Claims of this kind are invariably based on only one fact—a difference between origin and destination weights without any evidence that the grain was lost in transit."

In this type of claim there is a question as to the dependability of the weights, he said.

"The answer is found in the work being done by the Eastern Weighing and Inspection Bureau during the past three years.

"They have found as a result of hundreds of inspections at many elevators, various causes that would explain these shortages other than defective railroad cars. They are defects which would result in the scale stating that a certain weight was loaded into a railcar when, in fact, it was not; or at destination they are defects which result in scales stating that all of the grain was taken out of the rail car and stored in the elevator at destination when, in fact, it was not."

• **Causes for complaints.** Battaglia read off a list of 21 defects that could affect weights, including worn out hanger weights or broken hanger castings, leaking scale garners, dirty track scales, careless weighing by the weighmaster, scales out of balance, lading remaining in the garner unweighed, spillage during loading or unloading, and faulty elevator equipment.

"Any one or a combination of these defects results in the scale stating that a certain weight was put into the rail car when, in fact, that portion of the grain lost because of these defects was never placed inside the car. At destination, although the scale states that the grain weighed was all the grain that was in the car and was taken out of the car, the facts may be that the grain was lost coming out of the car or never removed from the car in the first instance."

• **Whose responsibility?** In claims on clear record cars, there is no way of knowing whether the loss occurred from defective equipment or any of the other factors, Battaglia added. "In these cases, the railroad has taken the position that it should not pay these claims on the basis that only the carrier could have been responsible.

"However, where we have evidence of carrier negligence, claims are paid in full."

In the case of clear record cases, he said it must be considered that there are many ways grain could be lost other than through the use of defective rail equipment. On this type of claim, the road has asked the grain industry to share the responsibility for loss and damage.

• **Delayed delivery claims.** Battaglia denied that the railroads have arbitrarily refused claims on cars carrying fruits and vegetables that are delayed, even though the delay causes a loss in market price to the shippers.

He said that this is a more difficult area in which to determine responsibility, but "the history of this type of claim would reveal to you that a railroad was receiving and, in the past, paying claims for a decline of market value because of a few minutes delay."

The railroads, he added, do not take the position that they will not assume liability unless the claimant can prove negligence on the part of the carrier.

"We do analyze the claim as presented to us and make a determination, in each case, as to whether or not the car was unreasonably delayed. We arrive at our conclusion as to the reasonableness or unreasonableness of the delays based on any one of the factors which the courts have directed us are proper to consider in resolving this question." ■

Erie Lackawanna gets relief on deficit commuter operation

Details of an agreement between the Erie Lackawanna and the state of New Jersey to improve passenger service (RA, Aug. 28, p. 11) have been announced.

The arrangement guarantees service until June 30, 1972 and thereafter until terminated by not less than one year's notice. E-L will be paid for operating the service on an avoidable cost basis to be determined annually by a set formula. For the fiscal year July 1, 1967 through June 30, 1968, the road will be paid $4,235,000.

• **New equipment planned.** Under the contract, the state will buy new cars and locomotives for the service, initially putting up $1.8 million during the current fiscal year. Being considered is a long-term capital improvement program costing about $58 million subject to legislative appropriation and matching federal funds.

The program calls for replacement between 1969 and 1972 of 190 dieselcars with 105 new cars, and later purchase of 28 locomotives and 150 cars.

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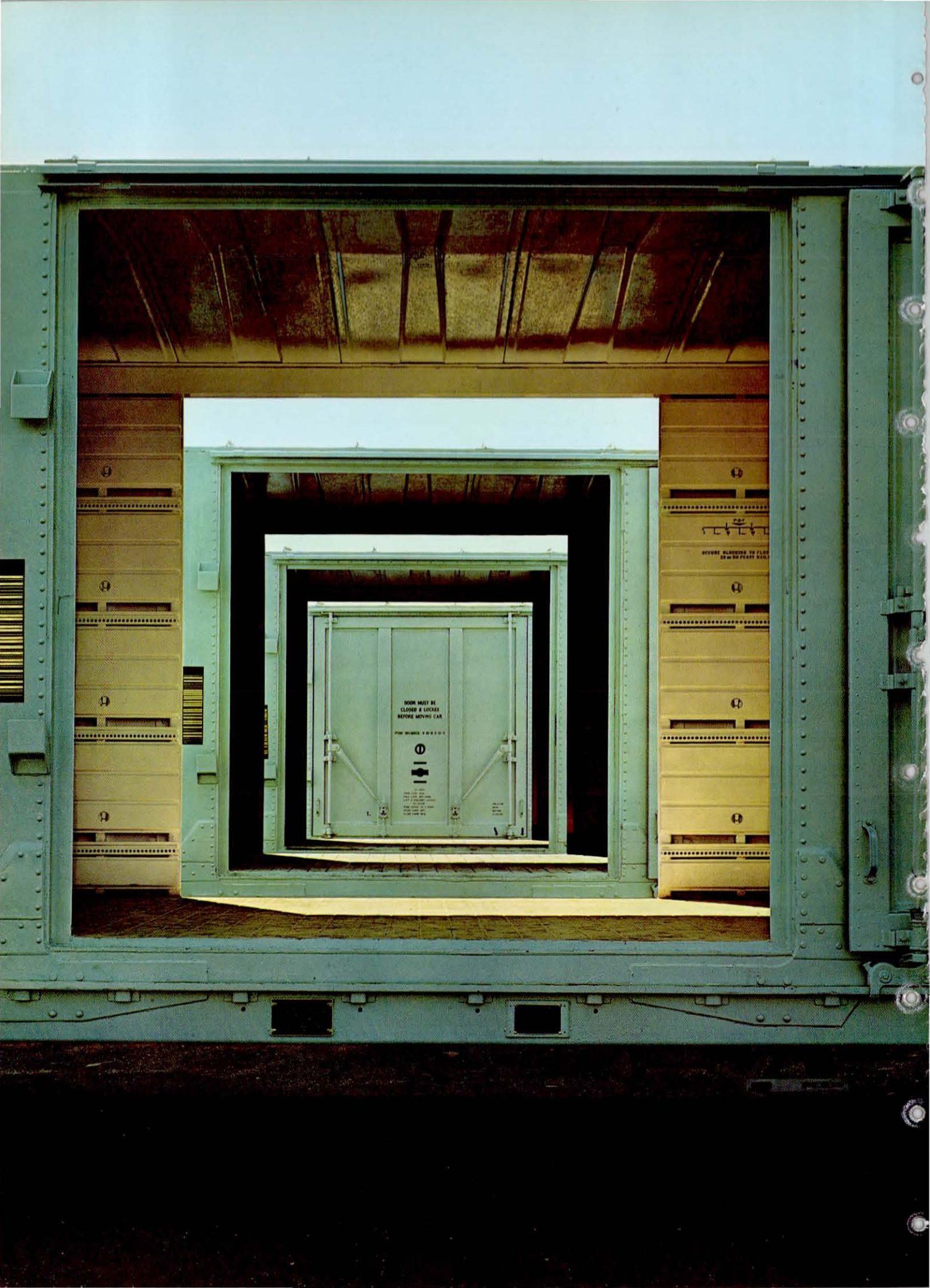
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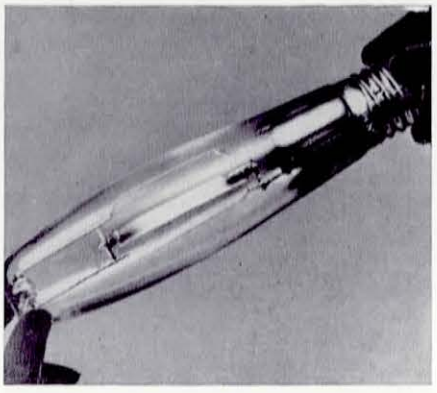
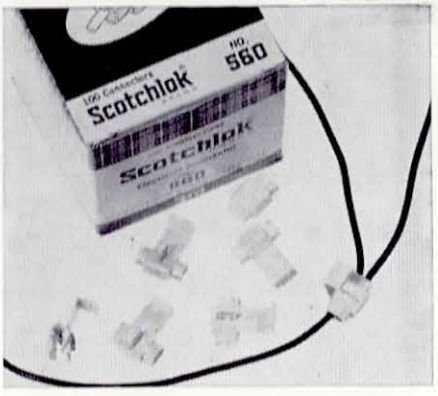
A compact high impedance, low-noise solid state preamplifier provides a noise figure of less than 1dB with a source of impedance of 1 Megohm at 100 Hz bandwidth and less than 3dB with a source impedance of 100 kilohm. The unit has adjustable voltage gain up to 60dB and has a 0.1 Hz to 50KHz bandwidth range at 3dB below peak. Input impedance is given as more than 20 Megohm and output impedance as less than 30 Ohms. *Servo Corp.*



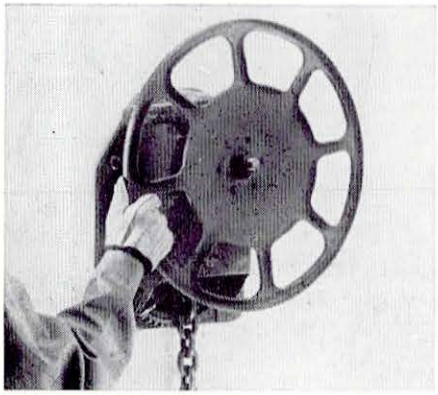
Sodium Discharge Lamps (RA-2)

The 275-watt Lucalox lamp for outdoor and indoor lighting gives a third more light than a 400-watt clear mercury lamp. It is elliptical in shape, 9-3/4 in. long, and can be used in many fixtures designed for the Lucalox 400-watt size. A new ballast is required. The lamp has a rated life of 6,000 hr and comes in base-up and base-down versions. Light output is 27,500 lumens compared to 20,500 for a 400-watt clear mercury lamp. *General Electric Co.*



Low Voltage Connector (RA-3)

A new electrical connector designed for use on 14-18 gauge solid or stranded copper wire control systems and other electrical applications of 30 volts or less. Preinsulated tap splices, inline splices, and pigtail splices are made by driving a "U-type" element in the "Scotchlok" connector down over the conductors with pliers, eliminating the need for stripping, twisting or soldering. A cover on the case snaps into place for additional protection. *3M Company.*



Power Hand Brake (RA-4)

An easy-to-grasp release handle is located near the top of the wheel of the Miner 6600 power hand brake which satisfies all AAR requirements for installation with the 55, 63, and 66 model bell cranks. An optional long-handle top-of-wheel position for bottom release is also available. The non-spin brake has permanent lubrication, two-way load release, quick take-up design, dump release, and longer chain take-up, and meets all braking power requirements. *W. H. Miner, Inc.*

Tie Down Rope (RA-5)

Python Constant Tension rope for tying down equipment or tarpaulins exerts constant tension in direct relation to pressures or forces encountered. It is compounded from du Pont Nordel and is said to be impervious to moisture, fresh or salt water, heat or freezing temperatures; and to retain its tension for life. The rope is wound on reels holding 200 ft of 5/16-in. diameter and 100 ft of 7/16-in. diameter. *Lauren Mfg. Co.*

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9/11/67

Cybernetics experts meet

(Continued from page 27)

SIMTRAC may also be used to shed light on the much-debated question of optimum train lengths—short trains vs. long ones.

There are other areas where simulation is being put to use on the CN. In one instance, the technical research branch is simulating action of draft gears in trains, studying effects of various draft-gear designs on run-in and run-out of coupler slack, and corresponding acceleration of cars in the train.

Some preliminary work has been done on yard simulation to examine problems in track assignments, blocking policies, train assemblies and other matters.

Various network models are being considered to study the effects of changed schedules and operating rules on quantity and cost of freight service, and to develop and predict work loads on lines and at yards. Marketing simulations are also being studied.

To CN officers, a leading target is better car control. It's easy to formulate the problem, they admit, but hard to do something about it. A typical headache they cite is that word of car shortages leads to an overreaction: More cars than are really needed are sped to the shortage point, which creates new shortages in other areas.

Here is where they say they are working on better forecasting methods, and are optimistic that a solution is not far from sight.

● **ACI.** Also being zeroed in on is a compatible system of automatic car identification. CN officers are following the AAR-sponsored tests in the U.S. (RA, Sept. 4, p. 10) of three competing systems, and are also aware of work being done in Europe and Japan.

As the CN experts see it, benefits from ACI will be enormous, not only in improved control of car movements, but in reducing the amount of data that is handled and transmitted: Instead of having to send all data concerning an individual car from yard to yard or from one user to another, non-changing information will be fed into the system just once.

● **ATO.** Visitors to Montreal for the symposium will be sure to visit the Expo 67 world's fair, and most likely will ride Expo Express—the automatically controlled train. This points up something of top interest both to CN technical men and their guests: automatic and semi-automatic train operation on a wide scale is coming up strongly.

Cybernetics has made crewless trains feasible with existing technology, and there may be completely automatic operation in some isolated areas and in special circumstances.

For political and psychological reasons, however, CN officers share the opinion of most observers that human beings are going to remain in the cabs of most trains for a long time to come.

● **Make selling scientific.** Aside from planning, accounting and operating uses of cybernetics, CN officers have something else they want to stress in talks with visitors—cybernetics potential in marketing and pricing of services.

With passage of the new Transportation Act, Canadian railroads find themselves on the threshold of much greater freedom to compete with other modes of transportation and with one another.

The challenge is to refine marketing intelligence and management control functions, so that resources can be manipulated quickly. Through cybernetics, the CN is doing just that. ■

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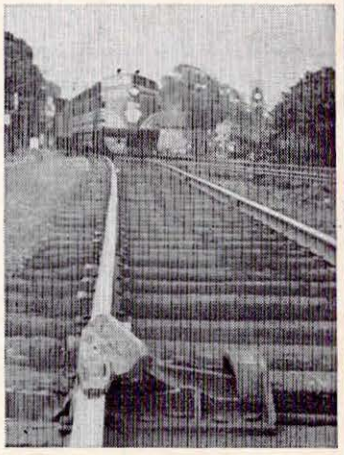

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LETTERS FROM READERS

Market research

London, England

To the Editor:

I was interested to read, in the article on market research in your issue of 26th June, of the attitudes towards the applicants of this type of research in the railway field in the United States.

Market Research seems to be essential to guide the Operating Department to produce the right product at the right price and the salesmen to attack the really worthwhile business.

On British Railways a considerable part of our market research effort is deployed in connection with our passenger and shipping interests, but the freight side is perhaps the most important.

There are three methods of approach that we need to use—by type of rail production, by industry/commodity and by customer. In the first field we need to assess the total market for such developments as high capacity containers. For individual industries/commodities we need to study present and future needs if traffic is to be developed and investment is to take place in the specialized wagons or equipment that may be required. So far as individual customers are concerned, we may need to study the whole distribution problem of the firm, including such matters as location of warehouses and inventory policy and this may well involve a joint study lasting several months.

It is difficult to see how railroads and customers can achieve the maximum benefit from rail transport without market research studies of this kind. With such a large field, to cover the problem is to ensure that the right traffics are selected for study and that the results are energetically translated into operating/marketing policy.

K. V. Smith
Commercial Research Manager
British Railways Board

Railroads' public obligations

San Mateo, Calif.

To the Editor:

A few weeks ago Railway Age ran in one of its feature columns a definition of a "Real Railfan" as a person who wanted above all the financial well-being of the industry even at the expense of particular lines, trains and services.

I most respectfully take exception to such economic-slanted definition as an attempt to use the railfan for purpose of pure profit.

The people of the United States have given special privileges to the privately-owned railroads and to railway labor by laws passed by Congress and the several states as public utilities and by special labor laws. In return the public imposes obligations on both railroad management and railway labor to so conduct their affairs as to provide the services upon which these special laws were based.

These obligations are not met when railroad management fails to provide services, deemed to be necessary for the public welfare, for purely economic considerations. These obligations are not met when railway labor imposes restrictive labor conditions that make necessary services impossible. These obligations are most definitely not met when management and labor engage in strikes and lockouts that result in stoppage of all railroad services.

Railfans are part of the public and as such have a right to express their opinion and vote laws, if necessary, to over-ride the economic considerations of both management and labor. By their special informed status as railfans, those who have acquired a detailed acquaintance have a duty to express their independent opinion so that the rights of the public—apart from the special interests of the management or labor—can be protected.

Francis A. Guido
Editor-Publisher
The Western Railroader

High-speed rail systems

Jenkintown, Pa.

To the Editor:

Your editorial on the Northeast Corridor project (RA, Aug. 7, p. 35) raises a very basic question about the over-all philosophy and concept behind this highly significant experiment in transportation marketing.

While two new stations to serve people nearer to where they are and to where they wish to go is certainly a commendable step, much more, hopefully, will be done during the demonstration to provide the kinds of convenience and comfort—both on and off the trains—together with other appeals that will be necessary to attract travelers from other modes.

Hopefully there will be substantial effort devoted to improving feeder and distributor services and facilities, and in extending certain of the new high-speed trains beyond traditional terminals where possible, as you and Mr. Robert Lewis have suggested. Through services originating and terminating in Harrisburg, Pa., already proposed, is of course another example of this.

However, much more must be done so that the project will be conceived and carried out as a marketing test on a *system* of improved ground transportation rather than on just a *line* of high-speed railroad.

William H. Polk

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PEOPLE

ANN ARBOR.—Richard J. Gunton, assistant traffic manager sales, Dearborn, Mich., promoted to traffic manager—sales there.

ATLANTA & WEST POINT—WESTERN OF ALABAMA—GEORGIA.—O. L. Kelly, Jr., appointed car accountant, Atlanta, Ga., succeeding **J. G. Dicks,** who retired July 31, after more than 54 years of service.

BESSEMER & LAKE ERIE.—J. B. Wackenhut, assistant engineer, Greenville, Pa., appointed engineer structures—operations, succeeding **J. E. Foreman, Jr.,** named assistant engineer. **C. W. Morrison,** roadmaster, appointed engineer track, succeeding **Mike Rougas,** who became assistant chief engineer, **Elgin, Joliet & Eastern** on June 16.

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—Daniel J. Brubeck appointed managing editor of Chessie/B&O News, employee publication. Mr. Brubeck was formerly editor—advertising manager, Rittman Press, and editor of the Maple Heights Press, both suburban Ohio weeklies.

William F. Howes, Jr., industrial engineer, Baltimore, appointed assistant director of passenger services, there. **Everett L. Thompson,** supervisor passenger service, Washington, D.C., named manager of passenger operations.

Charles M. Slavin, manager costs and budgets—transportation, Cleveland, appointed director of operations analysis, Baltimore.

G. E. Akehurst appointed assistant to superintendent—car utilization, Baltimore.

H. D. Meade appointed supervisor station operations, Huntington, W. Va., succeeding **C. W. Bledsoe,** named assistant superintendent station operations, Baltimore (RA, June 12, p.30).

Accounting department appointments: **J. M. Bailey,** assistant auditor of revenues—Zone Accounting Bureaus: **Donald N. Doane,** auditor Zone Accounting Bureaus; **Patrick R. Hickey,** auditor revenue reports and statistics, all at Baltimore; and **Leslie B. Carver, Jr.,** assistant auditor of revenues, Richmond.

Albert J. Sicnolf appointed public affairs manager, Baltimore. **Fred F. Costello,** public affairs manager, Cleveland, succeeds Mr. Sicnolf at Detroit as public relations manager, Northern Region.

CHICAGO & NORTH WESTERN.—W. G. Kranz, terminal manager, Chicago Terminal division, Proviso, Ill., advanced to superintendent-transportation, Chicago. Mr. Kranz' successor is **M. R. Long,** superintendent, Iowa division, Boone, Iowa, who in turn is replaced by **D. J. Owens,** assistant superintendent, Lake Shore division, Green Bay,

Burlington Route

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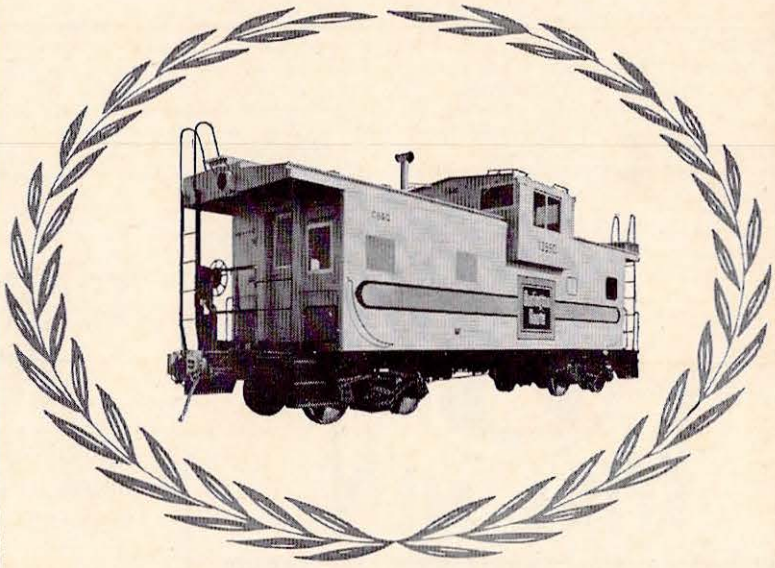

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Wis. **J. C. McIntyre,** trainmaster, Twin Cities division, St. Paul, succeeds Mr. Owens, and in turn is succeeded by **D. T. Warning. E. R. Esshom,** trainmaster, Iowa division, Cedar Rapids, Iowa, promoted to assistant superintendent of the division, with headquarters at Boone. **C. W. Ingram** replaces Mr. Esshom. **K. W. Clark** named assistant superintendent, Galena division, Chicago.

CLINCHFIELD.—Allen S. Alford, district freight agent, Augusta, Ga., appointed assistant traffic manager—sales and service, Erwin, Tenn., succeeding **W. F. Palmer,** retired. **Jimmie White,** commercial agent, Augusta, appointed district freight agent there.

DENVER & RIO GRANDE WESTERN.—Larry L. Barenberg appointed district freight and passenger agent, New York, succeeding **J. G. Gallagher,** resigned. **Charles W. Thompson** appointed district freight and passenger agent, Greensboro, N.C., succeeding **Carl F. Aurin,** resigned. **Robert J. Schneider** appointed staff assistant, Denver. Abolished position of general agent, Colorado Springs, formerly held by Mr. Schneider. **A. D. Merker** appointed assistant to western traffic manager, San Francisco. Abolished position of customer service clerk, San Francisco. **Bill E. Mullins** appointed district freight and passenger agent. Philadelphia, succeeding **Leo D. Hurr,** resigned.

DEPARTMENT OF TRANSPORTATION. — George W. Baughman, who retired July 31 from **Westinghouse Air Brake Co.,** has been named consultant with D.O.T., Washington, D.C. He expects to concentrate his attention on the High Speed Ground Transportation program.

Charles H. Beard appointed special consultant on industrial affairs. Mr. Beard will work with Assistant Secretary of Public Affairs John L. Sweeney in developing a program of industrial liaison for D.O.T. Mr. Beard was with the Southern Pacific—Morgan Line and the Illinois Central before joining Union Carbide Corp. in 1936 as assistant general traffic manager. He became general traffic manager in 1939 and assistant to the vice president of Union Carbide in 1964. He has held a number of government and industry transportation posts.

Stoney M. Stubbs, Dallas, Tex., has been appointed regional director-designate in the emergency transportation organization, National Defense Executive Reserve. **Thomas J. Davis,** Baton Rouge, La., named deputy director-designate, Region No. 5 (Texas, Louisiana, New Mexico, Oklahoma and Arkansas). Mr. Stubbs is chairman of the board, Frozen Food Express, and president, Common Carrier Conference — Irregular Route, American Trucking Associations. Mr. Davis is general traffic manager, Ethyl Corp.

DETROIT, TOLEDO & IRONTON—ANN ARBOR.—Samuel J. Milligan appointed assistant district sales manager (residency), Seattle, Wash.

ILLINOIS CENTRAL.—Richard H. Wiersema appointed manager of new service planning. He was formerly transportation engineer, **U.S. Steel Corp.**

The IC has reorganized its passenger services department into six stations. **Wayne A. Johnston, Jr.,** assistant vice president passenger operations, will direct passenger and commuter service operations. He will be aided by **C. S. Condon,** manager of commuter service; **A. W. Eckstein,** advertising sales representative; **E. W. Smith,** manager of passenger service. **Herman J. Biesterfeldt,** director passenger sales, is in charge of sales and promotional aspects of passenger service. Mr. Biesterfeldt, who will also be responsible for the information-reservation bureau, will be assisted by four regional sales managers: **K. T. McDermott,** Chicago; **F. E. Rizzuto,** St. Louis; **C. J. Petty,** Memphis, Tenn.; **B. J. Grenrood,** New Orleans. **B. J. Screws,** manager of mail, express and baggage transportation, will be responsible for all non-passenger traffic on passenger trains. The road's commissary and laundry, formerly operated by the Purchasing Department, reassigned to **C. J. Bueschel,** general superintendent, dining, parlor and coach service. **R. P. Smart,** manager of passenger fares, will be responsible for rates and fares, ticket stock and encoding of commuter tickets. **M. D. Paul** appointed research assistant to assist the vice president, passenger services in determining markets for passenger service.

KENTUCKY & INDIANA TERMINAL.—Kermit I. Williams elected secretary—auditor and treasurer, Louisville, Ky., succeeding **Harold R. Wade,** who retired July 31, after more than 45 years of service.

LEHIGH VALLEY.—John A. D'Auria appointed foreign freight traffic manager, New York, succeeding the late **Michael J. Durr.**

NORFOLK SOUTHERN.—Harold H. Jones, district sales manager, New Bern and Wilson, N.C., retired July 31, after 40 years with the NS.

NORTHERN ALBERTA.—C. Anderson, auditor, Edmonton, Alta., retired Aug. 31, after almost 44 years of service. **T. Waite** succeeds Mr. Anderson, with the title of comptroller.

(*Continued on page* 43)

3
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(RA 87)

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended September 2, were not available as this issue went to press.

PIGGYBACK CARLOADINGS. — U.S. piggyback loadings for the week ended Aug. 26 totaled 25,002 cars, carrying 40,293 trailers, compared with 24,402 cars, carrying 40,388 trailers, in the corresponding 1966 week. Loadings for 1967 up to Aug. 26 totaled 766,626 cars, carrying 1,258,921 trailers, compared with 742,032 cars, carrying 1,222,084 trailers, in the corresponding period of 1966.

IN CANADA—Carloadings for the seven-day period ended Aug. 21 73,593 for the previous seven-day totaled 73,532 cars, compared with period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Aug. 21, 1967.....	73,593	22,956
Aug. 21, 1966.....	90,312	22,948
Cumulative Totals		
Aug. 21, 1967.....	2,427,387	802,242
Aug. 21, 1966.....	2,586,451	821,126

Budd backlog hits a record $97 million

Order backlog for the Railway Division of the Budd Company has attained an all-time high of $97 million, it was announced by Budd President Philip W. Scott.

The major factor in building up the order books was award by the Metropolitan Commuter Transportation Authority of a $57.3 million contract to build 270 stainless steel air-conditioned commuter cars for the LIRR (RA, Sept. 4, p. 11).

Other orders in hand are the contracts to build 75 cars for the Delaware River Port Authority, and 50 cars for the high-speed Northeast Corridor service over PRR tracks between New York and Washington.

Delivery of the Long Island cars will begin in September 1968, and be completed during the summer 1969.

FREIGHT TRAIN CARS

► *Erie Lackawanna.*—An equipment program involving 1,030 new freight cars, and costing $15.5 million, has been authorized by the board of directors. New car orders will include 100 65-ft gondolas, 200 52½-ft gondolas, 50 coil steel cars, 50 high-cube covered hoppers, 80 60-ft box cars for auto parts, 50 50-ft insulated box cars, 30 50-ft non-insulated box cars, 20 mechanical refrigerator cars, 200 50-ft general service box cars, and 250 hopper cars. The road is also arranging for the rebuilding and lease of 500 40-ft general service cars from United States Railway Equipment, subsidiary of Evans Products. The new equipment program is the largest undertaken by E-L since merger in October 1960, and will represent a 7% increase in the railroad's freight car fleet. Deliveries of the new cars will be in fourth quarter 1967 and early 1968. E-L's car repair shop at Meadville, Pa., will continue on an accelerated schedule for the balance of the year. The shop is currently turning out reconditioned general service box cars and gondolas on two production lines.

► *August bad order ratio 0.6% higher than last year.*—Class I roads on Aug. 1, owned 1,496,662 freight cars, 9,847 more than on Aug. 1 1966, according to AAR report summarized below. Bad order ratio was 0.6% higher than on Aug. 1, 1966.

	Aug. 1, 1967	Aug. 1, 1966	Change
Car ownership	1,496,662	1,486,815	+9,847
Waiting repairs	81,627	73,510	+8,117
Repair ratio	5.5%	4.9%	0.6%

NEW FACILITIES

► *Long Island.*—Ordered modulated electronic track circuits from Marquardt Industrial Products Co. for use in dc propulsion territory. The 66 sets will be used for crossing protection control.

► *Reading.*—Ordered 52 Duophones from the Signal & Communications Division of WABCO for installation in cabooses for end-to-end communications as part of a continuing modernization program.

► *Toronto Transit Commission.*—Ordered 1,200 tons of 104-lb girder street rail from Bethlehem Steel Export Co. of Canada, at a cost of $278,000. Toronto still has 145 miles of single street car track in operation.

► *Union Pacific.*—Ordered four traffic control center machines from the Signal & Communications Division of WABCO. Two of the machines will be installed at Salt Lake City, Utah, one at Albina, Ore., and the fourth at Kansas City, Kan.

MAINTENANCE EXPENDITURES

► *Second Quarter Down 0.1% Below Second Quarter of 1966.*—Expenditures by Class I roads for maintenance of equipment, way and structures in the second quarter of 1967 were down about $608 thousand, compared with the second quarter of 1966, according to report of AAR Bureau of Railway Economics, summarized below:

	Second Quarter		
	1967	1966	% Change
Maintenance of Way and Structures	$332,262,950	$338,840,648	−1.9
Maintenance of Equipment	472,706,160	466,736,407	+1.3
Totals	804,969,110	805,577,055	−0.1

YOU OUGHT TO KNOW

ACF earnings dip: Consolidated net earnings of ACF Industries were down in the first quarter of its fiscal year 1968. Gross revenues were $72.5 million in the first quarter of fiscal 1968, compared to $79.9 million for the same period last year. Net earnings in the first fiscal quarter were $5.7 million, compared to $6.8 million in the comparable year-ago period.

Measuring grain, electronically: Cargill, Inc. has installed an electronic measurement system which will permit continuous monitoring of the level of grain in 54 silos at Houston. The electronic Level Monitor system, supplied by Western Marine Electronics, bounces an ultrasonic signal off the surface of the grain in the silos, and transistorized circuitry meaures the time for an echo to return. The distance between the sensor and the surface of the grain is displayed in the control room, giving the operator information on the inventory of the five-million bushel facility.

Five "C's" for passengers: Competitive, customer-winning rail passenger service calls for more than just high speeds and fast schedule, the Pennylvania's vice president for public relations, W. A. Lashley, told a group of railway PR men at Princeton, N.J., on August 30, following a demonstration run of the PRR's new high-speed service. Also essential, said Lashley, are five "C's"—Convenience, Comfort, Cleanliness, Courtesy and Cost.

Coal has a future: Tennessee Valley Authority contracts for coal delivery keep rising—and it looks like they'll stay at a high level for a long time to come. TVA contracts for coal during the past fiscal year totalled $163 million for 47 million tons, and the Authority is adding two new units, according to National Coal Policy Conference.

"Executive" catches on: Grand Truck Western is making it easier for the busy executive to stay late at the office—but it's a little early to say just how well GTW's late-departing outbound commuter train will be patronized by Detroit's businessmen. Over the first half of 1967, GTW enjoyed a 10.5% increase in commuter load, and the "Executive" train (which pulls out at 6:20 p.m.) has accounted for a small portion of the gain. Says GTW Vice President and General Manager John W. Demcoe: "We hope traffic for the new train builds up further, after the summer vacation period ends."

NYC passes the word: News of any delays in train operations will be passed on to commuters in their trains through facilities of a new communications setup on the New York Central. The NYC has equipped 32 diesel and electric locomotives operating in the New York suburban area with two-way radio units for instantaneous relay of information between engine crews and train dispatchers. Seven stategically-placed relay stations serve the communications system. Engine crews will be able to communicate with train dispatchers who will relay information to train crews, and, in turn, commuters on the trains will be told of any traffic problem.

Seley Award nominations: This year's Seley Award of the Transportation Assn. of America—for outstanding service to transportation—is now open for nomination. Donald G. Ward, general manager, container operations, General American Transportation, and chairman of the TAA's selection committee, announced that the 1967 recipient would be honored at the TAA's annual National Transportation Institute in New York on Jan. 31.

Awards for 10 roads: Public safety activities awards from the National Safety Council will go to 10 U.S. and Canadian railroads this year—Santa Fe, Atlantic Coast Line, Canadian National, Great Northern, New York Central, Norfolk & Western, Pennsylvania, Frisco, Southern Pacific and Duluth, Missabe & Iron Range.

Truck tonnage: Intercity truck tonnage in the week ended August 26 was 1.7% above that of the previous week and 5.2% below the volume in the corresponding week of 1966, according to American Trucking Associations.

Current statistics

Net Income	
3 mos., 1967	$120,000,000
3 mos., 1966	172,000,000
Carloadings, revenue freight	
34 wks., 1967	18,183,380
34 wks., 1966	19,154,691
Freight cars on order	
Aug. 1, 1967	27,063
Aug. 1, 1966	58,892
Freight cars delivered	
7 mos., 1967	62,317
7 mos., 1966	59,787
Serviceable cars	
Aug. 1, 1967	1,415,035
Aug. 1, 1966	1,413,305

Charles R. Ward
UP

Robert G. Nelsen
UP

PENNSYLVANIA.—Leroy Rhodes, Jr., appointed passenger and freight agent, Trenton, N.J., succeeding **A. T. Greer,** retired after 49 years with the PRR.

READING—John R. Hyland, sales manager, appointed regional sales manager, succeeding **Joseph P. Gavaghan.**

Francis V. Flynn, real estate agent, appointed assistant director of real estate. **Harry K. Yentzer** and **Paul J. LaPira,** assistant real estate agents, promoted to real estate agents.

RICHMOND, FREDERICKSBURG & POTOMAC.—James A. W. Smith, system master mechanic, Richmond, appointed mechanical superintendent—system there.

UNION PACIFIC.—Charles R. Ward, who has been head of the road's eastern area advertising program, with headquarters at Omaha, named acting general advertising manager. **Robert G. Nelsen,** chief of the advertising bureau, appointed eastern advertising manager.

Stewart D. Gatchell, superintendent, Wyoming division, appointed general superintendent eastern district, Omaha. Mr. Gatchell's successor is **Joseph R. Johnson,** assistant superintendent, Pocatello, Ida. **Randle Shumate, Jr.,** trainmaster, Cheyenne, Wyo., transferred to Rawlins, Wyo. **Eddie C. May,** assistant superintendent of safety and courtesy, succeeds Mr. Shumate.

Henry Roth, assistant controller, New York, retired after 48 years with the UP.

SUPPLY TRADE

Robert M. Raymond has been appointed general manager, **United States Railway Equipment Co.** He is also a vice president of the company.

Alan E. Law, vice president of operations, **Graver Tank & Mfg. Co.,** has been named president, to succeed **Clark Root,** resigned.

R. R. Baker has been appointed vice president, international sales, **Pullman-Standard** and **Trailmobile Divisions, Pullman Incorporated,** with headquarters at Chicago. He was formerly director of international sales for the Pullman-Standard Division.

KW Battery Co. appointed **Louis J. Gruber,** president, **Louis J. Gruber Co.,** as special representative.

Ted S. Hinchman has been named general sales manager, **Link-Belt Speeder Co.**

Robert V. Stuchal has been appointed marketing specialist in the sales department, **Electro-Motive Division, General Motors. Edward F. Voboril** has been named senior analyst with the production planning staff.

Vern J. Bish has been named controller of the **United States Railway Equipment Co.** subsidiary of **Evans Products Co.'s Transportation Equipment Group.** He was a systems analyst on the corporate controller's staff.

Robert G. Clawson has been named sales and service representative for **Cullen-Friestedt Co.'s** railroad equipment. He was formerly associated with **Kershaw Mfg. Co.**

Nicholas N. Dohrn has been named manager of sales for **Evans Product Co.'s Chicago Railway Equipment Division's** "Pandrol" rail fastener and track devices.

James L. Everett has been appointed eastern sales representative at Silver Spring, Md., on railroad sales coverage for **North American Supply Co., D. V. Maher & Co.,** and **Terminal Supply Co.**

Paul D. Howard, sales manager, **Freight-Master,** a division of **Halliburton Co.,** has transferred his office from Chicago to the division's general offices at Fort Worth, Tex. **William A. Keeton** has been named sales engineer to handle accounts in the east and northeast United States. Mr. Keeton, who was previously associated with **Paragon Bridge & Steel Co.,** will have headquarters at Moorestown, N.J. **Jerry J. Rieder,** sales engineer, will handle accounts in the Chicago and midwest areas, with headquarters at Glen Ellyn, Ill.

James C. Ford has been appointed northeast district sales manager and **N. R. Stevenson,** southwest district sales manager, **SI Handling Systems, Inc.**

Robert M. Raymond
U.S. Ry. Equip.

Alan E. Law
Graver Tank

Terrey Hawthorne, director of engineering, **Keystone Railway Equipment Co.,** has been promoted to assistant vice president-engineering.

C. Bruce Ward has been named president and general manager, **Gunderson Bros. Engineering Corp.,** succeeding **A. E. Gunderson,** named honorary chairman of the board of directors.

F. Eugene Sweeney, assistant to senior vice president—operations, **Scullin Steel Co.** Division of **Universal Marion Corp.,** appointed vice president—finance.

The Railroad Products division of **A. O. Smith Corp.,** has appointed the **E. C. Stiedemann Co.,** Milwaukee, Wis., as sales agent for safety floor gratings for industry.

John A. Wagg, general manager, **Spring Division, Crucible Steel Co.,** has been promoted to the newly created position of president, Spring Division, Pittsburgh.

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AS THE EDITOR SEES IT...

WHEN IN DOUBT, DIVERSIFY—Charles W. Tillinghast, president of Trans World Airlines, is a diversification-minded executive. He says he learned his lesson from the railroads. "I've always thought the railroads would have been smarter if, in their go-ier days when they had the wealth and the resources, they had broadened their business," Tillinghast remarked the other day. "I'm sure there were periods when railroad men thought passenger trains were here to stay. We're going to get into other business in advance, not when we're in trouble."

Some railroads were, of course, pretty smart in what Tillinghast calls their "go-ier" days; they diversified well and they diversified early and now they are go-ier than ever. A good example is Southern Pacific, a long-time and big-time operator of oil pipelines. SP is now preparing to go into the coal-slurry pipeline business, and has an application pending for authority to establish an air-freight forwarding arm.

A more recent diversifier, the Chicago & North Western, picked winners in two chemical subsidiaries. Last year C&NW's Velsicol Chemical Corp. (100% owned) and Michigan Chemical Corp. (80% owned) reported net manufacturing operating income of $14.8 million—just $2 million shy of the C&NW's net railway operating income of $16.8 million.

ENTER THE KATY—Latest news on the diversification front comes from the Katy, whose directors last week were considering a plan to form a new holding company—Katy Industries, Inc.

Whatever the merits of this particular plan, the idea of a broadened earnings base is a sound one. If more railroads had diversified in those "go-ier" days, the industry would be better cushioned for the kind of bumps it is encountering today as carloadings decline.

But enough is enough. We hope that other railroads won't take the diversification route selected a few years ago by the Minneapolis & St. Louis—which found that the best way for a railway company to make money (or at least *that* railway company) was to go out of the railway business entirely.

NO LARKS FOR THE SP?—The other side of the coin is the freedom to diversify *out* of unprofitable lines. For railroads, this freedom has been sorely abridged; and again, the SP provides a good example.

Nineteen months ago SP asked the California PUC for permission to take off the "Lark," its San Francisco-Los Angeles overnighter. There was a loud public outcry and the "Lark" stayed.

But the five airlines that fly 1,433 one-way schedules a day between the two cities still get the business, and in this year's first six months the "Lark" lost $560,000. Now, the Post Office has decided to take off the RPO car Sept. 30, and SP has repetitioned for discontinuance.

The "Lark" died years ago. Isn't it time it got a decent burial?—**L.S.M.**

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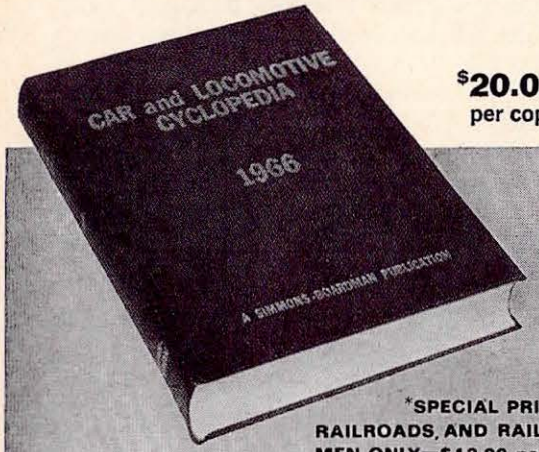

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VIEWPOINT

Justice Department tries another roadblock

From time to time, those who labor in the vineyard of journalism are cheered to find their efforts serving as a basis for fighting for right, exposing wrong, and so forth. Evidence uncovered by newspapers and magazines (general and trade) has not infrequently served as a foundation for the stamping out of rascality in places high and low, from Congress to the metropolitan sanitary district.

It was with some surprise, however, that Railway Age editors noted recently that their work has been cited by the U. S. Department of Justice as a lever for trying to pry from the ICC a reopening of the record in the Great Northern Pacific & Burlington merger case.

Back in January, Justice sought to have included in the record unspecified material that might have been developed by inside and outside planners on such subjects as capital investment programs, use of computers in freight operations, provision of better management information. It was the Department's contention that the record on updated merger savings "should show what applicants have saved or could have saved without merger since 1962, and what they have learned by new studies they can save without merger in the future."

The ICC denied a request for subpoenas and later refused to reconsider its denial.

Then, along came Railway Age of July 31, with a major article on Great Northern's new marketing program. And three and a half weeks later, along came Justice with a letter to the Commission, citing the Railway Age story as back-up for the argument that new material exists and asking again that the ICC take a look before ruling once more on the merger itself.

Attorneys for the GNP&B roads got off a fast reply—noting first that the Department's letter is "vaguely phrased" and declaring that if it is to be regarded as a request for re-opening, the request should be denied.

Railroad lawyers also point out that the present record in the case shows only those savings which cannot be achieved short of merger, and that "nothing in the article indicates that the amount of savings that would result from merger would be different from the amount shown by the evidence."

Justice seems to find particular significance in a GN officer's comment to the effect that the road had held off on certain programs while its merger application was pending. But the main significance here, it would seem to an outside observer, lies more in what the ICC didn't do than in what GN did or didn't do. It was at the 1963 American Railway Progress Exposition, if memory serves, that an officer of one of the applicant railroads passed along the report that a merger decision from the Commission was only weeks away. It sure was—about 110 weeks away. The point is that the GNP&B case, which had a favorable examiner's report, was delayed for years and dotted with false reports that decision was imminent.

At any rate, the issue of the merger savings is a matter of sworn testimony, on the record. Opposition to the merger, from labor and from most other railroads, appears to have melted away—except for Justice.

Under the circumstances as they existed, it's doubtful that competent business managers could fault the GNP&B managers for what they did or didn't do during the period of indecision that was thrust upon them. And as for the Railway Age story on GN marketing—well, we hope (as we always do) that it was of interest to the railroad and shipper communities. But grounds for re-opening the merger record? Really, now.

How not to save passenger trains

Do mergers pose a threat to passenger trains? Yes—if you accept the curious reasoning behind Senate Joint Resolution 52. It would not only ban all train-offs pending preparation of a "master ground transportation plan"—it would also impose a moratorium on mergers for the same period.

Federal Railroad Administrator A. Scheffer Lang had an excellent reply to this in his recent testimony before a Senate subcommittee. Said Lang: "Mergers have no necessary relationship to the elimination of passenger trains but, indeed, mergers may make it more economically possible for the rail industry to carry the burden of passenger service." Doesn't that make sense, railfans?

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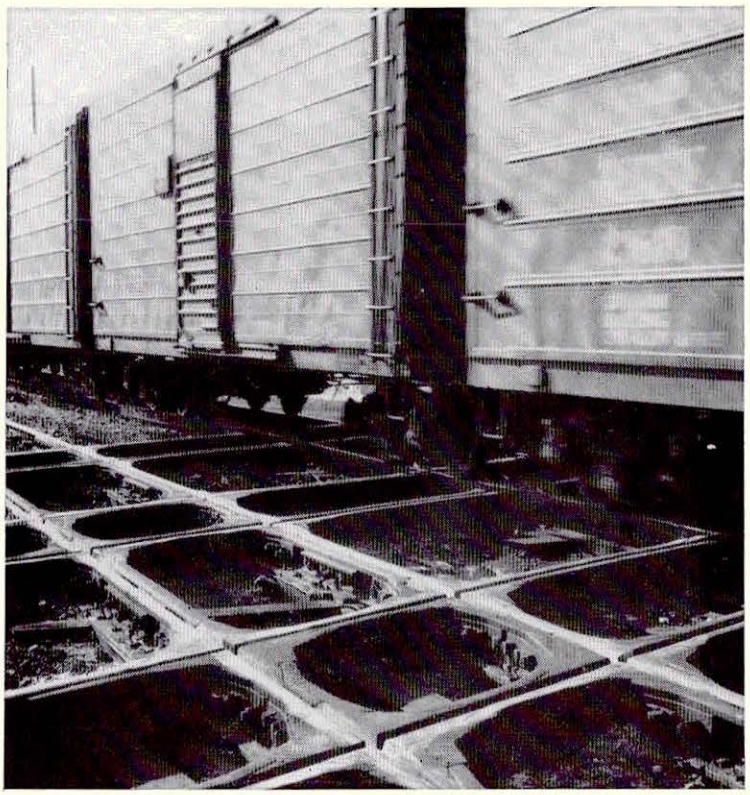

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